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HISTORY
of the
WISCONSIN CENTRAL

By ROY L. MARTIN



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Editorial

Two small boys played on the banks of the Wisconsin River at Stevens Point digging their toes into the sand. The father of one was one of the Civil Engineers who built the Wisconsin Central. The father of the other was a locomotive engineer on the Wisconsin Central Railroad. The first boy grew up, took his place in the Stevens Point Shops, worked for the "Milwaukee Road," later joined the United States Navy and is now stationed at the United States Naval Torpedo Station at Newport, Rhode Island. The second boy, author of this book, served his time in the Stevens Point and Waukesha Shops, later a fireman and was subsequently promoted to the right hand side of the Wisconsin Central engines. He is now connected with the Johns Manville Co. Thus, after losing sight of each other for many years, their memberships in this Society were the means of uniting these two boyhood chums.

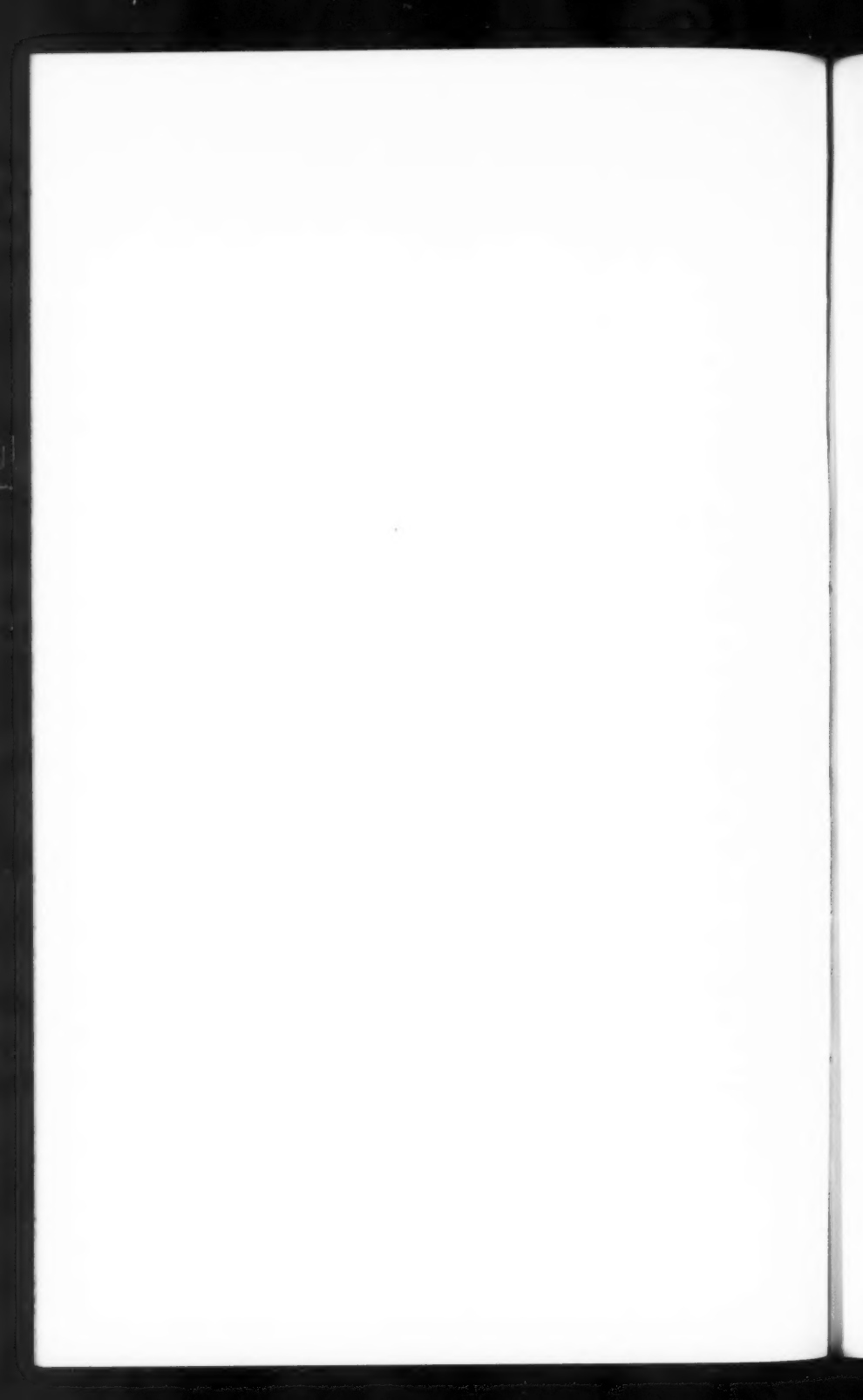
It was during the many visits of the former with your Editor and his interesting accounts about the *Old Wisconsin Central* that prompted him to encourage the second boy to undertake this history. The author, in his search for material, contacted the publisher of this book, another one of our members. His interest in the subject and in our Society prompted him to offer to publish the work "in his own way." For it was in Menasha, Wisconsin, that the little road had its inception and its start and it seemed only fitting that here should be produced the history of this public carrier. It was the enthusiasm of the publisher and it was his acquaintance with the officials of the Soo Line, the present owners of the Wisconsin Central, that led to a wide search of material, much of which has been incorporated in this volume.

And so, this is the happy chain of events that led to the publication of this volume. I feel that to Mr. Franklin S. Nicholson we should give credit for instigating the project; to the author, Mr. Roy L. Martin, we are under tremendous obligation for his three years of research and labor; to Mr. George Banta, Jr., the publisher, we owe the fine appearance of this publication; and to the many officials of the Soo Line, we deeply appreciate their interest. Those of our members who enjoy and appreciate this publication, please place the credit where it is due because these are the men who have worked hard to make this bulletin a success.



Table of Contents

	<i>Page</i>
Foreword	vii
Introduction	ix
Chapter 1. ORGANIZATION OF THE ROAD	1
Chapter 2. ON THE WAY NORTH	14
Chapter 3. INTO THE DEEP WOODS	18
Chapter 4. SOUTH FROM ASHLAND	22
Chapter 5. THE PHILLIPS SCANDAL	29
Chapter 6. MILE POST 101	40
Chapter 7. THE MILWAUKEE & NORTHERN	43
Chapter 8. EXIT PHILLIPS & COLBY	46
Chapter 9. HEADED WEST	49
Chapter 10. CHICAGO BOUND	52
Chapter 11. CHICAGO TERMINAL	62
Chapter 12. MAIN LINE PROGRESS	77
Chapter 13. THE GAY AND SERIOUS '90's	80
Chapter 14. HAZY RETROSPECTION	84
Chapter 15. KOLZE	86
Chapter 16. SIDE ISSUES	89
Chapter 17. THE DOLDRUMS	93
Chapter 18. SEAGOING FREIGHT TRAINS	95
Chapter 19. THE SHOPS	104
Chapter 20. THE WEST END	108
Chapter 21. BOOM ISLAND	110
Chapter 22. A NEW TERMINAL	113
Chapter 23. FINALE	116
Chapter 24. WISCONSIN CENTRAL MEN	121
Biographies	134
Appendix I. CORPORATE STRUCTURE	142
Appendix II. CONSTRUCTION RECORD	145
Appendix III. RULES OF THE PIONEERS	147
Appendix IV. LOCOMOTIVES OF THE WISCONSIN CENTRAL	150
Appendix V. THE WISCONSIN CENTRAL OF 1853	169



Foreword

The Wisconsin Central

By ROY L. MARTIN



"WISCONSIN is a great state, rich in all those native elements which produce wealth.

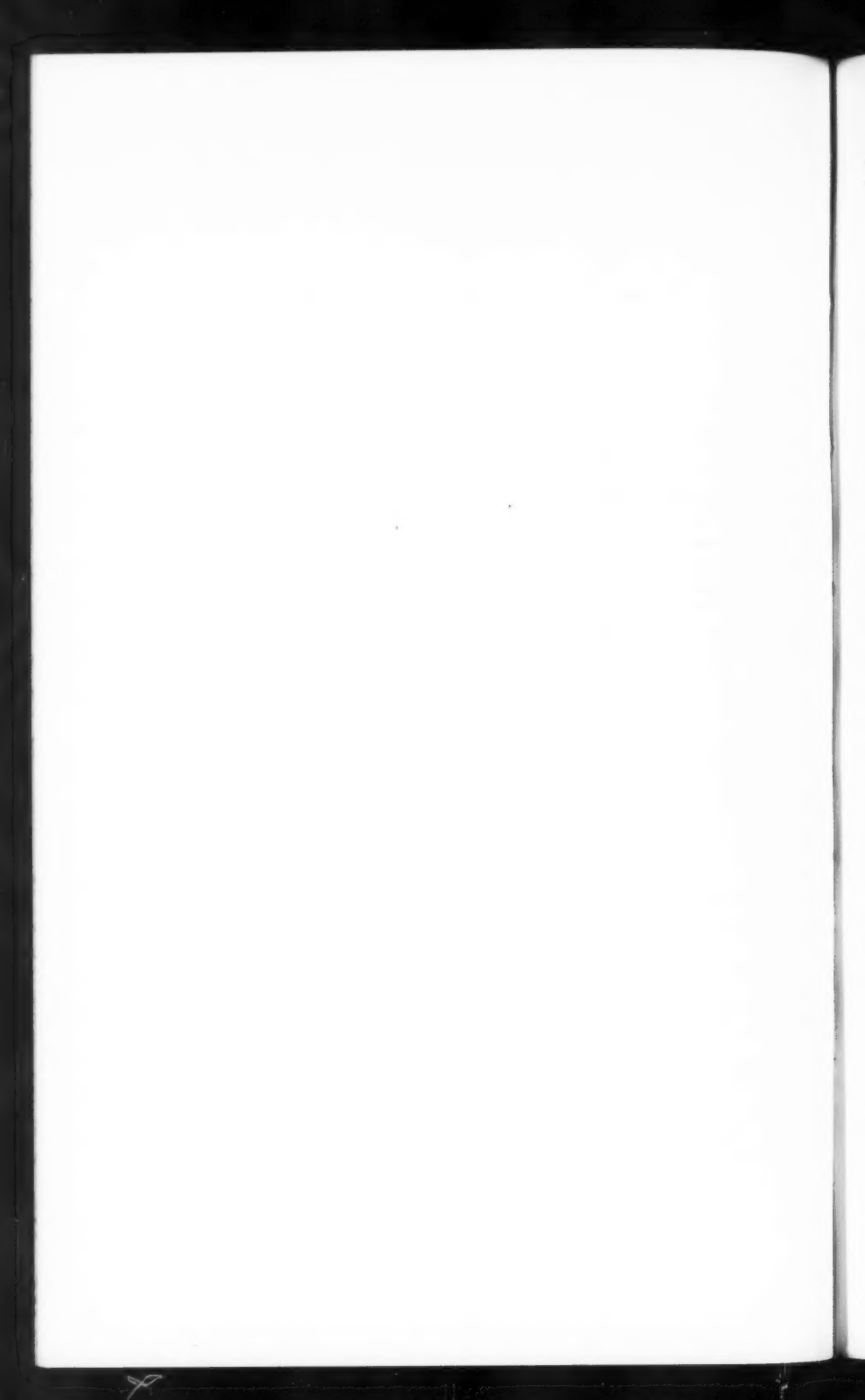
"With a climate unsurpassed in health-giving and energy inspiring qualities, with a soil rich in the elements of productiveness which but awaits the hand of labor to return an abundant reward; with her inexhaustible stores of mineral wealth hid away for centuries in the defiles and gorges of her Gogebic and her northern mountain ranges, and with her vast forest areas filled with groves of choicest wood; . . . with all of these, and with the brain and brawn which will crystallize these all into utility, Wisconsin has but just entered upon her career of development and prosperity.

"Her resources and her opportunities properly used, a bright future awaits her.

"There is yet a great amount of railroad construction to be done in Wisconsin before her resources can be developed. . . . Backed with energy and aided by skill, the iron horse is yet to penetrate the recesses and the solemn depths of vast unbroken solitudes which still lie undisturbed on our northern border, and whose margins are touched into another source of commercial life by the sleeping waters of old Superior. The lines of iron rail push to a more speedy development and those advance guards of a higher and broader enlightenment and a more cultivated and refined civilization.

"Away to the north the Wisconsin Central is adding such mileage as shall aid in the development of that region, and offer the facilities for bearing to the southern and eastern climes, the forest resources . . . while toward the Iron Mountains and mineral ranges the railroads are adding little by little to their main lines, branches and spurs; . . . their tracks of steel upon which to bear to the forges and furnaces of the great commercial centers the boundless wealth of these beds of ore . . . the finest iron in the world." [Excerpts from 1890 Railroad Commissioners Report]

Thus, in flowery language and scholarly style, a glowing tribute is paid to the State of Wisconsin and its railroads by the Hon. Atley Peterson, retiring Commissioner in 1889.



Introduction

"A tie, a rail and an engine wheel make railroad history."

TO THE younger generation, the name Wisconsin Central is almost unknown.

Sixty-nine years have elapsed since the first "dirt" was turned at Menasha—where the first little Baldwins wheeled out into the tall and uncut timber to open the way into the Chippewa Indian country.

Thirty years have slipped by since, in 1909, the Wisconsin Central name was painted off the cars and equipment, and the shield-design number plates removed from locomotive front ends.

The fifteen original Baldwins have long since turned the last mile, and most of the original W.C. men have registered in for the last time. A few old-timers remain, to whom the old road is still a lively adventure and a mellow recollection.

Now, a new order prevails, and over the old W.C. right of way on heavy steel and solid ballast, the Soo Line trains roll from Chicago to Duluth, Minneapolis, and Ashland, pulled by fine modern locomotives.

On the side panels of locomotive cabs are the tiny letters "W.C."; all that remains to remind us of the sturdy, aggressive little railroad that was born in the timber on Lake Winnebago—destined to perform an important service in the development of the state.

Among amateur railroad historians and locomotive admirers there is the ever present speculation as to why many railroads neglected to preserve materials and written records of historical value. The subject may have been of little importance to pioneer operators and owners, yet it provides an interesting study for the amateur railroaders who now pursue that course.

In this apparent lack of interest in the preservation of historical accounts, the Wisconsin Central was no exception. The original promoters and officers were a tight little group of shrewd business men, high-minded and ambitious for the success of their project. Most of them were graduates of the best schools in the country, well educated in law, commerce or finance, and amply qualified and equipped to occupy their respective positions.

Deeply engrossed in the problems of finance and road construction and exerting every effort to the business of getting the dollars while the getting was good, the owners ran their railroad for immediate returns and not in the interest of a sympathetic posterity. Sentiment and the romance of the rails held no place in their scheme of things.

Much of the intimate history of the Wisconsin Central road operation,

men and equipment, is shrouded in the fogs of reorganizations, lost in the frequent changes of official personnel, or clouded by the mysterious maneuvers of control and finance.

The first seniority rosters of enginemen and trainmen have long since disappeared. Accounts of the early operation of trains, train dispatchers' train sheets, locomotive equipment diagrams and performance sheets, records of the skill and worth of its employees, all these old chronicles are non-existent.

Every early official of the road kept a record of his own; train masters, master mechanics, superintendents of motive power, division superintendents, department foremen—each had his own private diary and he took it with him when he left.

Fortunately, some of these private accounts have been located. Recently other rare old documents have been brought to light, and it is with these that we are permitted to enjoy a closer historical inspection of a sturdy thousand-mile railroad and the part it played in the development of the state and its resources.



Chapter 1

Organization of the Road

AT THE TIME the Wisconsin Central was conceived, the state of Wisconsin had two most valuable natural resources, standing timber and iron ore. The iron ore was deeply buried and safe for the future; for immediate returns the timber came first. There was money in it, it was plentiful, easy of access, and the sky was the limit in the cutting of it. In 1870 the stage was set for the coming of the railroads into northern Wisconsin, and the Wisconsin Central was the first to push its rails into the Lake Superior country.

At this time, 1870, the state was still in its infancy, with a population of less than a million, the extreme south and southeast sections of the state containing a large proportion of this number. The northern half of the state was a virgin forest extending from Green Bay on the east to the St. Croix river on the west, and from Lake Superior on the north to Portage City on the south; a huge reservoir of standing timber: pine, hemlock, cedar, balsam, and the valuable hard woods, untouched save in a few spots along the Great Lakes and the Mississippi River.

In 1840 the population of the state was about 30,000. By 1870 nearly a million people had come into its borders to take up homesteads, to engage in farming and dairying, or to obtain employment in the rapidly growing lumber industry. The rivers and a few wagon roads of plank and corduroy constituted the only avenues of travel. Saw mills were being planned at strategic points along the rivers and streams, and the lumber boom was on its way.

In the lumber industry there was a desperate need for more rapid and dependable transportation to service its requirements. In the south central portion of the state, the predecessors of the Chicago, Milwaukee & St. Paul had already built west from Milwaukee to Portage City and La Crosse. The Northwestern had laid rails from Janesville northward to Green Bay, following the west shore of Lake Winnebago. The West Wisconsin Railroad (now the Omaha) was a struggling babe-in-the-woods starting at Tomah in 1867, headed for the Mississippi River, and by 1870 had reached Menomonie Junction, about 109 miles. In 1870 the total mileage of railroads in Wisconsin was 1,285, most of this lying in the southern area.

Yet there remained a vast area of unbroken forest wilderness 200 miles square with no rails to the outside, and the Wisconsin Central proposed to tap the center of it, making Bayfield, on Lake Superior, the northern terminal and Manitowoc, on Lake Michigan, the eastern terminus.

LAND GRANTS

The Federal Grant of public lands was a matter of such vital importance in the early life of the Wisconsin Central that a brief review of the subject may be of interest at this point.

At the close of the Civil War, the Federal government proceeded to provide ways and means to establish greater military protection for its borders. In Wisconsin, many military wagon roads were projected and cut through the forests from the center of the state north to Lake Superior. To interest and assist private enterprise, the Government subsidized these projects by the gift of the cut timber and a certain amount of land adjoining the roads.

To support and further augment the value of the military wagon roads and to insure quick movement of troops to the border, Land Grant subsidies were provided by Congress to aid in the construction of railroads to the south shore of Lake Superior. The Government settled upon one specific route as imperative—that of a military railroad straight north through the center of the state to Lake Superior, and it is here that the promoters of the Wisconsin Central first appear, to co-operate with a beneficent government, and to secure a goodly portion of the immensely valuable timber land lying along the route.

In the terms and conditions of the land grant which ultimately became the goal of the Wisconsin Central, Congress very precisely outlined the straightest possible route northward from Portage City to Lake Superior. This particular grant, at first open to any responsible railroad builder, soon fell into the capable hands of George Reed who nursed the project along to the beginning of the Wisconsin Central in 1871.

The land grant embraced every alternate section of public lands (of 640 acres each) and equalling 6,400 acres per mile, to be taken out by odd numbers within ten miles on each side of the line of the road. In case such a number of sections of odd numbers of public lands could not be found within the ten mile limit (on account of previous sales) the grant was enlarged so as to apply within twenty miles of the proposed railroad line on either side to make up the full amount. The land grant to the predecessors of the Wisconsin Central amounted to 2,387,000 acres, valued at \$1.50 to \$5.00 per acre.

The two immediate predecessors of the Central, the Winnebago & Superior, and the Portage & Superior, applied for this grant and received it jointly. Failing to construct any road, these grants were withdrawn and the Portage & Superior portion assigned to the Madison & Portage Railroad, one of the predecessors of the C.M.&St.P., applying to that section of the line between Portage City and Ripon.

This left the Central a grant from Menasha to Ashland and Superior. Failing to build a line from Ashland to Superior, that portion of the grant

was withdrawn and assigned to the Northern Pacific. The remainder of the grant, namely, Menasha to Ashland was earned and proved by the Central and in the final adjustment, after deductions, the Central was awarded approximately 888,288 acres. After the Central completed the line from Menasha to Ashland, no further grants of land were awarded to the road.

Cornell University, Ithaca, New York, next to the Wisconsin Central Railroad was once the largest owner of pine land in Wisconsin. Cornell University located over 500,000 acres, through Ezra Cornell, founder of the University, in the Chippewa Valley close by the lands of the Wisconsin Central. The bulk of the Cornell land was located in Chippewa, Rusk, Sawyer, Ashland, Price, and Taylor counties. The Cornell lands were intermixed with a part of the Wisconsin Central lands, and the Central was forced to buy a right-of-way over some of the Cornell property. During 1873-1876, a serious controversy over the acquisition of the Central right-of-way held up progress in Price and Ashland counties, and in justice to Elijah B. Phillips, the "much-maligned villain" of the early construction period, it may be said that these disputes, in the matter of right of way through Cornell lands, account for some of the delay in building the line from Worcester to Penokee.

Cornell agents were highly mercenary in the disposal of their lands, and unlike the Wisconsin Central, were not interested in local improvements and development, thereby retarding the growth and settlement of that particular area.

Most of the Cornell lands were sold to the lumber barons, John S. Owens, J. S. Gates, Frederick Weyerhauser, Knapp Stout & Co., at prices ranging from \$5 to \$30 per acre. Ultimately, Cornell University netted about five million dollars from the venture.

From 1877 on, the Wisconsin Central moved along under its own financial steam without the aid of Federal grants and donations. Up to 1917 the Central had netted about six million dollars from the original land grants.

For the first six years of its turbulent career, 1871 to 1877, the Wisconsin Central was in the hands of the Phillips & Colby Construction Company, who built the first 326 miles and who controlled its every operation. Phillips & Colby Company reported officially to the state as operators of the road, and were held responsible for its performance as a common carrier. Further, the Phillips & Colby Construction Company was an affiliate of the Wisconsin Central, and its personnel included Elijah B. Phillips, president; Charles L. Colby, secretary; Henry Pratt, auditor. The capital stock of the company was 2,000 shares at \$100.00 per share, 950 shares owned by E. B. Phillips, 950 by Charles L. Colby, and 100 shares by Henry Pratt. Elijah B. Phillips and Charles L. Colby were also directors in the Wisconsin Central.

As a unit, Phillips and Colby did not engage in actual construction, the work being sublet by them to various contractors along the line as progress required. After 1877 Phillips & Colby Construction Company ceased to function and records do not reveal any further activity of that organization.

No attempt has been made here to explore the ramifications of the financial history of the road. Beset by lack of funds and in financial difficulties from the start, the early fiscal matters pertaining to the Wisconsin Central were varied, complex and confusing, and will be of little historical value and interest at this late day.

It should be understood that the names Wisconsin Central Railroad, Wisconsin Central Railroad Company, Wisconsin Central Company, Wisconsin Central Associated Lines, Wisconsin Central Lines, Wisconsin Central System, Wisconsin Central Railway Company, were names assigned to the property and its leased lines under changes in the financial structure or in the process of its reorganizations. Many of these changes in name were required for legal reasons and for the protection and retention of land titles. The Central Car Company, another affiliate of the Wisconsin Central was organized in December 1879 by the owners of the Wisconsin Central to establish credit and promote economy, expedite purchases and improvements, exercise control of leased equipment, and to centralize these and other matters pertaining to the financing and procurement of motive power and cars. In July 1899 the Central Car Company was sold to the Wisconsin Central Railway Company and ceased to function after that date.

Although some of the units which linked the Wisconsin Central together were individual corporations, each having its own securities, these units were leased in perpetuity to the Wisconsin Central upon their completion and ultimately sold, in 1899, to the Wisconsin Central Railway Company in a general clean-up reorganization.

In these pages, unless otherwise indicated, the name Wisconsin Central is used to cover the general subject embracing the entire trunk line system.

In introducing the subject of corporate and construction history of the Central, it is well to consider first the promotional aspects and financial sources which brought the Central into being.

The road was originally promoted by three men: Judge George Reed of Manitowoc and Menasha, his brother Curtis Reed of Menasha, and Matt Wadleigh of Stevens Point.

Because Boston was then the financial center of the nation, Judge Reed, the prime mover of the plan, journeyed to Boston and enlisted the aid of Gardner Colby in raising the necessary funds with which to build and equip the road.

Gardner Colby had a humble beginning and after his youthful en-

deavors brought him into the mercantile field, via the clerk and store-owner route, he accumulated sufficient capital to enter the importing business, later to buy the Maverick Mills Company, Dedham, Massachusetts, just prior to the Civil War. Fortunately located in this industry and through fat Government contracts to furnish cloth and clothing for the Union Army, Colby retired after a few years, a dominant figure in Eastern finance.

Restless in retirement, Colby cast about for investments to enhance his already rich banking interests, and in 1869 investigated the great reservoirs of Wisconsin timber and iron ore.

Earlier, George Reed had engineered one of the largest land grants in the State, and with this ammunition he found in Gardner Colby a ready sanctuary for his plan of the future Wisconsin Central.

Reed was a powerful figure in Wisconsin, skilled in corporate law, politics, and promotional procedure.

Colby was a shrewd Yankee trader dominant in financial affairs, with supreme confidence in his ability to complete successfully any project he espoused.

Judge Reed was familiar generally with the fundamental problems of railroad construction. Gardner Colby and son Charles L. were gross novices and entirely ignorant of the highly complicated enterprise they were about to finance.

Agreements and financial arrangements being amicably negotiated, Promoter Reed and Financier Colby set about to locate and employ a practical railroad builder and manager, capable of assuming the entire responsibility of building the new Wisconsin Central.

Unfortunately, their choice fell upon Elijah B. Phillips, then President of the Lake Shore & Northern Indiana. In this choice Reed appears to have had little voice, as Phillips was Gardner Colby's man.

How Phillips handled the work is a matter of record; how he throttled the enterprise for seven years, leading it to the brink of bankruptcy into which Colby allowed it to sink.

History deals vaguely and delicately with the relationship between Colby and Phillips. Obviously, Colby put all his faith in the brusque taciturn Phillips, and as if by mutual understanding they so seriously hampered and flagrantly abused the sincerity and ethical motives of the original promoters that George Reed with Curtis Reed and Matt Wadleigh were forced to capitulate and retire from the field before 1876.

There were three underlying reasons for the building of the Wisconsin Central. One was the offer of a valuable land grant to the first railroad which would lay rails to Lake Superior; another was the intense interest of Judge George Reed in the building of railroads, and third was the

bitter rivalry between the towns of Menasha and Neenah, a rivalry which, though less violent, has come down to the present time.

Aside from the general hysterical interest in railroad building in the sixties and seventies, the Federal government was not on the best of terms with Great Britain. The latter had shown too much sympathy to the Confederacy during the Civil War and the famous "Alabama" claims dragged on long after Appomattox. The War Department felt that means of getting to the Canadian boundary were necessary in the midwest and a so-called "Military" road was constructed north from Shawano to Lake Superior in the middle sixties. But this was little more than a rough trail and because a railroad would be of much greater military value, the government offered a particularly valuable bait of land for its building.

The Reed brothers and their associate, ex-territorial governor James Doty, undoubtedly had considerable political influence. This enabled them to secure the land grant and start the line from the territory in which they were most interested—financially and otherwise. There is no other explanation for the granting of land for a railroad to be built from "Doty Island to Lake Superior."

And the Reeds had a particular interest in Menasha. Harrison Reed, brother of George and Curtis, afterward carpet bag governor of Florida, had founded Menasha back in 1850. He did so after having been engaged in a similar activity in Neenah, but he quarreled with his partner Harvey Jones and after the break set up a rival town adjoining Neenah.

In the competition for the government dam, canal, lock and land office, Reed won out for Menasha and the bitterness resulting can scarcely be imagined from this expanse of time. While Neenah did build its own waterway, Menasha had a decided advantage until the coming of the railroad in 1860 when the tables were turned. The very waterway that seemed so valuable made it difficult for the Chicago and Northwestern, coming in from the south, to reach Menasha.

And Neenah fought savagely to prevent its doing so. At first the Northwestern was stopped at the south boundary of the city and a station built there. Then when the road wanted to continue on to Appleton and Green Bay, the people of Neenah manipulated things so that building was started around to the west of the city which would put Little Lake Butte des Morts between the rails and Menasha. A visit from some of the Northwestern officials showed them the folly of such a course, however, because there was considerable industry on the Menasha side which would provide needed revenue and a new line was run which cut across the corner of Doty Island and gave some access to Menasha. But the station was and is NEENAH & MENASHA with the accent on the first name and the situation has never been a happy or satisfactory one for Menasha people.



MENASHA, WHERE THE WISCONSIN CENTRAL BEGAN. A street scene, taken about 1887 looking from the city square to the steamboat landing. The railroad established its headquarters in the National Hotel (right foreground) and it was here that bids for its construction were received, contracts let and the first annual meetings held. For a time, before being moved to Milwaukee, the offices were in the Bates building, third on the left side of the square.



MENASHA PASSENGER STATION AND ENGINE HOUSE. Built in 1872 and enlarged later. This little depot was a busy place during the early years. In the left rear is the engine house which served until recently. At the right can be seen the old Milwaukee Northern station now the Milwaukee Road.



MENASHA IN 1871. These pictures show the primitive town which gave the W.C. its start as it appeared at that time. Upper left, corner Main and Tayco, part of Landgraf Hotel looking toward crude pontoon draw bridge over Government Canal. Upper right, new National Hotel. Lower left, Main Street, looking east to river. Lower right, view from the top of the National Hotel on square, looking toward Bank of Menasha and lower Main Street.

For years George Reed had been vainly trying to promote and build a railroad from Manitowoc to Menasha which would connect the latter with Lake Michigan. As early as 1850 he envisioned a line to the Mississippi via Menasha. A few miles of rail were actually laid on the Manitowoc end, but Reed could not secure the necessary co-operation from Manitowoc people to put it over.

Menasha wanted a railroad of its own and it is easy to see how conditions combined after the war was out of the way to make it possible for it to realize its ambition. The Reeds joined with Matt Wadleigh, a lumberman of Stevens Point, secured the land grant, and then went to the money mart, which was at that time, Boston, to secure the financial assistance to put their plans into being. This explains the presence of the Colby's, Abbot's and other New Englanders in the Wisconsin Central picture.

In 1870 Menasha was a village of 2,400 people. Then, as now, its people were largely engaged in manufacturing. Its location at the head of Lake Winnebago gave it an attractive setting and it promised to be the important industrial center it has become. After the main line of the Central was built south through Neenah, Menasha clung desperately to the engine house and for a time the through trains were backed into its station. This gave way to a "scoot" or single car connection and then a bus. Now the mixed train to Manitowoc stops once a day each way at the Menasha station; the engine house is gone but the city is still one of the heaviest freight revenue producers on the entire line.

PREDECESSORS

The Wisconsin Central had its origin in a three-cornered transaction involving the consolidation of the Winnebago & Lake Superior, the Portage & Superior, and the Portage, Stevens Point & Superior Railroads in 1869-1870. The Winnebago & Lake Superior and the Portage & Superior had been assigned Federal Land Grants by congressional resolution approved May 5, 1864.

These three original corporations had been chartered by the state to build railroads along certain specified routes. The Winnebago & Lake Superior appears to be first in date of entry into the railroad field, incorporated April 6, 1866, and it contemplated the construction of a railroad from a point on Lake Winnebago in a northwesterly direction to Lake Superior, about 250 miles. In the Directorate of the Winnebago & Lake Superior were George Reed, President; J. S. Buck, Curtis Reed, William G. Germain, and Fred S. Ellis. These men were engaged in various lines of business endeavor in central Wisconsin, and none of them had any previous experience in railroad building or operation.

The second factor in the structure of the Wisconsin Central was the Portage & Superior, incorporated April 9, 1866, and chartered to build a

line from Portage City to Ripon, Berlin, and Stevens Point, thence to Bayfield, thence to the city of Superior on Lake Superior.

The directors of the Portage & Superior were John McGregor, President; George Esterly, Henry Strong, S. W. Budlong, W. W. Reed, H. S. Winsor, S. O. Raymond, W. W. Corning, Wm. H. Doe, and E. W. Keyes.

In the Winnebago & Lake Superior and the Portage & Superior we find the foundation of the future Wisconsin Central. Federal and State Land Grants were conferred upon them individually, jointly and almost simultaneously, and their projected lines of road were of parallel scope. It is evident, then, that the two corporations were promoted with an eye toward consolidation in order to take full advantage of the Land Grants so generously provided for in the development of the State.

The 1874 records of the State of Wisconsin give the following definition of the Grant:

"From Portage City, Berlin, Doty's Island, or Fond du Lac, in a northwestern direction, to Bayfield, and thence to Superior on Lake Superior."

(WISCONSIN CENTRAL)

This grant was made May 5, 1864, volume 13, page 66, U. S. Statutes. This grant is ten miles wide, and deficiencies are to be selected within twenty mile limits. The grant was conferred by the legislature of the State of Wisconsin, partly upon the Winnebago and Lake Superior Railroad Company, and partly upon the Portage and Superior Railroad Company. The former April 6, 1866, chapter 314; and the latter April 9, 1866, chapter 362. The two companies were consolidated under the name of the *Portage Winnebago and Superior Railroad Company*, May 24, 1864, chapter 257.

By joint resolution adopted by Congress June 21, 1866, the words "in a northwestern direction" were construed to authorize the location of the road from Portage City, by way of Ripon and Berlin to Stevens Point, and thence to Bayfield, and thence to Superior on Lake Superior.

By act of legislature of the State of Wisconsin, approved February 4, 1871, the name of the company was changed to the "WISCONSIN CENTRAL RAILROAD COMPANY."

In 1869 the quantity of land estimated to be included in this Grant, as shown by the report of the Commissioner of the General Land Office for that year was 1,800,000 acres. But, in the report for 1873 this estimate was reduced to 750,000 acres.

The following exhibit was received in answer to a letter of inquiry addressed to the land agent of the company by the Commissioners:

"Wisconsin Central Railroad Company,
Milwaukee, Wis., Dec. 29, 1874.

Hon. J. H. Osborn, R. R. Commissioner,
Madison, Wis.

Dear Sir, In reply to yours of the 30th ult. I have to state the following in regard to the Land Grant to the Wisconsin Central R.R. Co.—

Total line to which grant was made, miles	373
Granted (6,400 acres per mile)	acres—2,387,000
Available (including indemnity)	acres— 814,180
Deficiency	acres—1,573,020

Patented to company	acres—	398,338
Sold	acres—	2,122
Received for land sold		\$6,130
Received for town lots sold		\$2,867
Received for pine stumpage		\$4,806
Present price for pine stumpage, \$2 per M.		

Very Respectfully,

Frank W. Webster
Land Agent
Wis. Central R. R. Co."

The foregoing describes briefly the choice land grant plum which was dropped in the lap of the Winnebago & Lake Superior and the Portage & Superior in 1866. Vital and indispensable, the land grant was a vastly important and valuable concession to the railroad project, furnishing the necessary stimulant and means to insure its growth and completion.

During the years 1869-1873, the Wisconsin Central and its predecessor, the Portage Winnebago & Superior were known as the "Land Grant Company," or familiarly, the "Land Grant Railroad."

To continue with the record of events concerning the Winnebago & Lake Superior and the Portage & Superior; these two corporations were consolidated in May 1869 under the name of the Portage Winnebago & Superior Railroad, with the following directors: George Reed, President; Benjamin F. Hopkins, John P. McGregor, Henry Hewitt, Henry P. Strong, W. G. Germain, Charles N. Paine, Reuben M. Scott, and J. S. Buck.

In the meantime a third group of men from Portage City, Stevens Point and vicinity formed the Portage, Stevens Point and Superior R.R., incorporated March 16, 1870. They were chartered to build a line of road from Portage City directly north to Stevens Point, thence to a point on Lake Superior (Superior, Wisconsin) via Ashland or Bayfield. It will be noted that this corporation was authorized to connect with the Milwaukee and St. Paul R.R. (later the C.M.&St.P.) at Portage City, thus assuring them a Milwaukee terminal for freight and passenger traffic originating along their line to the north.

The directors of the Portage, Stevens Point and Superior were W. W. Corning, president; G. L. Park, Robert Cochran, A. J. Turner and S. A. Pease.

Handicapped by a limited amount of capital, and under the threat of rapidly developing competition from the south end at Portage, the Portage, Stevens Point and Superior later agreed to assign all its rights, privileges, stocks and franchises to, and become consolidated with the Portage, Winnebago and Superior under the latter name. This deal was consummated on November 23, 1870.

On February 4, 1871, the name of the Portage, Winnebago and Supe-

rior was changed to the Wisconsin Central R.R. Company. This date marks the beginning of the railroad bearing the name of the "Wisconsin Central of 1871."

The next move in strengthening the corporate structure of the project was the consolidation of the Manitowoc and Minnesota Railway (originally the Manitowoc and Mississippi) with the Wisconsin Central, July 10, 1871. This move was the answer to George Reed's prayer, for he had worked unceasingly toward that end, visualizing a strong independent trunk line from Manitowoc to Superior and Duluth, there to connect with the Northern Pacific. (Strangely enough, George Reed's dream did not materialize until fourteen years later, when the N.P. met the Wisconsin Central at Ashland, 65 miles east of Superior. Later, in 1890 when the N.P. lassoed the W.C. under a 99-year lease which terminated abruptly August 15, 1893, Reed's dream wound up in a court battle most embarrassing to the N.P., and of no great benefit to the W.C.)

Up to June of 1871 the entire Wisconsin Central project was a matter of paper and pencil. No construction work of any nature had been performed, and the company owned no property or equipment. From here on, Gardner Colby and company took charge firmly and with no uncertain measures. Due to his powerful status as general financial agent, Gardner Colby made short work of the local promoters, and relegated them to positions of minor responsibility and as minority members on the board of directors. At the first official business meeting of financiers and their agents, promoters and stockholders, the following directors and officers were elected:

Gardner Colby, <i>President</i>	Boston, Massachusetts
George Reed, <i>Vice-President</i>	Menasha, Wisconsin
Samuel H. Walley, <i>Treasurer</i>	Boston, Massachusetts
Frank W. Webster, <i>Secretary</i>	Menasha, Wisconsin

DIRECTORS

Gardner Colby, Boston	E. E. Barney, Dayton, Ohio
Charles L. Colby, Boston	George Reed, Menasha, Wisconsin
Samuel Gould, Boston	Curtis Reed, Menasha, Wisconsin
Elijah B. Phillips, Chicago	Matthew Wadleigh, Stevens Point, Wisconsin
E. G. Roberts, Boston	

EXECUTIVE COMMITTEE

Gardner Colby
Elijah B. Phillips
George Reed

George Reed, General Solicitor
Capt. D. W. Wellman, Chief Engineer
W. B. Agnew, Civil Engineer
W. W. Rich, Consulting Engineer, Supervisor of Construction
William Grant, Estimating Engineer, P.W.&S., resigned 1871
R. A. Brown, Engineer, Maps and Profiles north of Stevens Point, resigned 1872

In January 1870 general headquarters were established at Menasha in the New National Hotel. In November 1870, offices were removed from the New National to the Bates Building in Menasha which became the G.H.Q. until 1872 when permanent General Offices were established in Milwaukee, with permanent operating headquarters at Stevens Point.

RAILROAD FEVER

In the five or six years immediately following the close of the Civil War, the state was boiling with lively interest in railroad building.

Scores of embryonic rail organizations were clamoring for recognition, seeking land grants and soliciting aid and funds with which to get a slice of the timber bonanzas. Proposed lines were aimed at the Great Lakes shipping ports which, with the iron ore and zinc regions, presented alluring targets for the aspiring rail promoters. Speculators were gambling on suspected rail routes; buying land on hunches and tips.

In their efforts to render aid to the railroads, many towns, villages and counties eagerly subscribed funds or cash in exchange for railroad stock and a promise of rail service. Newspapers were whooping it up and carrying the railroad banners in editorial and headline, with flattering personal puffs for the builders. All good citizens were urged to use their money and influence to support the great rail movement.

Up to 1870 there were but two class A roads in the State, the "Northwestern" and the "Milwaukee" roads. Soundly financed, efficiently and more or less honestly managed, these lines had no difficulty in making progress. In 1871 the "Milwaukee" road listed 1,470 individual stockholders, most of whom lived in the eastern states. The "Northwestern" likewise was solid and well-established, possessing everything it takes to make a first-class public utility.

Not all of the railroad corporations, however, were as fortunate as the class A roads in the construction and financing of their properties. Shrewd, unscrupulous agents were abroad in the land, on the hunt for town and county aid bonds, surefire gilt edged investments and juicy returns in the exploitation of unsuspecting yokels in this rich new territory. Land grants were tempting bait for the fiscal nabobs who overlooked no opportunity to exercise their skill and prestige in grabbing the lion's share of rail profits and control. These early agents were no pikers. They operated in pompous and elegant style, with grandiose gesture and show of munificence; lavish in entertainment and gratuities. They soon gathered a following of influential (and innocent) local citizens, state and county officers, men of the press, business men with an eye for the main chance; many of whom looked upon the opulent agents from the east as possessing the magic key which would open the great easy-money reservoirs about to be filled by the new railroad industry. Past masters in the art of propa-

ganda, they sold themselves well and they placed a value on their services high enough to leave the local citizens "holding the bag," for all time.

The natal date of the Wisconsin Central has been noted as of February 4, 1871. However, all the work of organization and promotion was performed in the eighteen months preceding that date, under the name of the Portage, Winnebago and Superior Railway.

On May 14, 1870, the villages of Menasha and Neenah voted to issue fifty-five thousand dollars worth of bonds to aid in the building of that line from Menasha to Gills Landing 25 miles west on the Wolf river. These bonds were to be exchanged for a like amount of P.W.&S. stock, and both bonds and stock to be deposited in the National Commercial Bank of New York, to be held in trust until all conditions of the agreement were fulfilled. In this agreement, local money would be furnished to buy the right-of-way and construct the grade, and to furnish the cross ties in place on the grade. The financial agents were to furnish the iron T rails and the labor of installation. The agents were to furnish all equipment, power and rolling stock as well as stations, shops, buildings, and terminal facilities.

GEORGE REED ACTIVITY

The method used in financing and building the Wisconsin Central should be clearly understood. Unlike many other projects, the Wisconsin Central progress depended greatly upon the action of the citizens living along the proposed route. The agreement between George Reed and his associates in the P.W.&S., known as the Land Grant Company, and Gardner Colby, financier, stipulated that the George Reed group raise sufficient funds to buy the right-of-way, perform the work of clearing and grubbing and building the grade, provide culverts and bridges, and furnish the cross ties in place on the grade ready to receive the iron.

Under these conditions it was necessary for George Reed to begin the promotion of the project two years before the first dirt was turned in June 1871. During these years of preparation George Reed drove up and down the proposed route holding meetings with townspeople, town officers and supervisors, and business men, working unceasingly to make available the amount of money required to complete his part of the bargain before the expiration of the time limit set by the state charter. Actuated by high motives and a desire to provide northern Wisconsin with adequate rail service, George Reed devoted most of his time and gave freely of his personal funds in laying the foundation for the road. Reed employed a competent civil engineer and estimator to go over the tentative right-of-way, and early in 1870 the right-of-way had been approved and estimates submitted as to costs devolving upon the promoters. The first division was divided into three sections: No. 1, Menasha to the Wolf

River; No. 2, Wolf River to Amherst; No. 3, Amherst to Stevens Point; each section costing roughly \$100,000, a total of \$300,000.

George Reed's promotional activity was confined largely to the sections between Menasha, Stevens Point and Portage. By the time these divisions were finished and ready for service, Phillips and Colby were firmly entrenched, and George Reed was gently eased out of the Wisconsin Central picture.

The Menasha bond issue for \$50,000 was the beginning of financial aid to the road by towns and counties. Neenah quickly followed with a like amount, and Ashland subscribed \$20,000, Bayfield \$1,500, Portage \$20,000, Stevens Point \$30,000, Waupaca \$50,000, while many other towns subscribed smaller amounts.



Chapter 2

On the Way North

IN JUNE, 1871, the Phillips & Colby Construction Company was awarded the contract to build the Wisconsin Central from Menasha to Ashland, a distance of 250 miles. Under the terms of the contract, Phillips and Colby were to have complete control of construction and operation of the property until the owners were in a position to discharge their financial obligations.

It will be remembered that the Phillips & Colby Construction Company was an affiliate of the Wisconsin Central, set up within that organization to enhance the financial aspect of the project. Messrs. Phillips and Colby were Directors of the Wisconsin Central as well as owners of their own contracting company.

As Phillips and Colby did not engage in any actual work of construction, they awarded a sub-contract to Reuben M. Scott for building the first division of the road, from Menasha to Stevens Point, a distance of 63 miles.

Reuben Scott was a pioneer settler of the village of Menasha, a man of position and influence, and a builder of note. His position as a Director of the Wisconsin Central and his previous experience in railroad building gave him the necessary qualifications for handling the job on the initial section of the W.C.

Scott made a name for himself in building the line to Stevens Point, for he finished the 63 mile stretch in 120 days. The right-of-way, in a northwesterly direction, led through a mildly rolling country by way of the villages of Fremont, Weyauwega and Waupaca. The ruling grades did not exceed $1\frac{1}{2}$ per cent, but many of the swamp lands needed plenty of filling, particularly the "old Medina" marsh, the Dale sag and the Wolf river bottoms at Gills Landing. In addition, a half mile of trestle approach was required for the 200-foot span over the Wolf river channel. This bridge and the trestle work was the biggest job encountered between Menasha and Stevens Point.

A wide sand belt, with several valuable gravel beds, extends across the state between Menasha and Marshfield (a drift area of glacial moraine), providing ample ballast material for the low spots along the route.

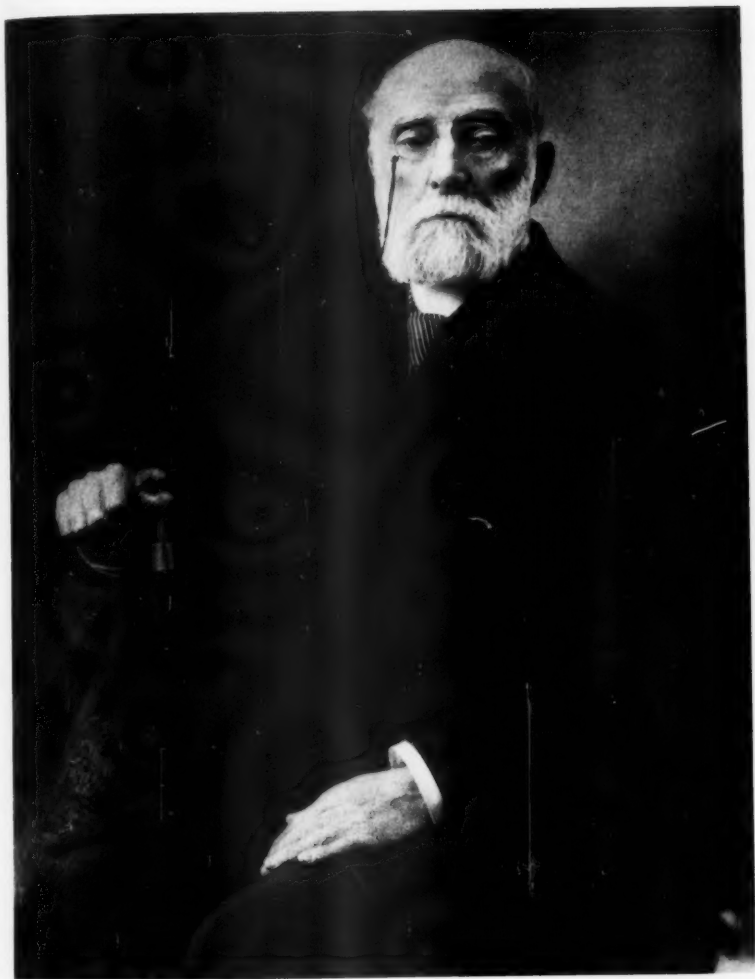
However, Reuben Scott did not seriously mar the surface of Mother Earth in his grading of the road bed. No attempt was made to knock off the top of the hills or build up high embankments over the lowlands, and the road bed closely followed the topography of the country. Yet



JUDGE GEORGE REED. Who dreamed of the Wisconsin Central, inspired it, promoted it and did more than anyone else to bring it into being. He bought much of its early right of way, built its political fences and probably secured the aid from the Boston financiers which made his dream a reality. Judge Reed was a brother of Harrison Reed the founder of Menasha and Governor of Florida, lived in Menasha and Manitowoc and met death in the tragic Newhall House fire in Milwaukee in 1883. He was the first Vice-President and General Counsel of the W.C. but when things were mismanaged by them, he broke with the Construction Co. and the Boston group, the affair ending in litigation.



GARDNER COLBY. Boston man who was the first president of the Wisconsin Central and guided its financial destinies during the early years, 1870-78. As a manufacturer of woollen goods he made a fortune in government contracts during the Civil War. Colby was Treasurer of the Baptist Education Society and of the Newton Theological Institute, Trustee of Brown University and a benefactor of Waterville (Me.) Literary College now Colby College. (Halftone from an oil painting in the Colby College Library.)



ELIJAH B. PHILLIPS, Boston, head of the Phillips & Colby Construction Company, who received the contract for building the Wisconsin Central from Menasha to Ashland and operated the line from 1871 to 1877. He was General Manager in 1878 and a director until 1882. Afterward he became president of the Toledo, Cincinnati & St. Louis and of the Fitchburg Railroad. Prior to coming to the W.C. Phillips served as president for one year of the Lake Shore & Michigan Southern.



CHAS. L. COLBY of Boston, son of Gardner Colby and partner of Phillips in the Construction Co. of which he was treasurer. He served as land commissioner, treasurer, vice-president, president of the W.C. between 1879 and 1890.



E. E. BARNEY, President of the Barney & Smith Car Mfg. Co. of Dayton, Ohio, who supplied the early equipment for the W.C. He remained on the Board until his death in 1880.



CURTIS REED, Brother of Geo. Reed and his associate in his railroad enterprises. Mayor of Menasha, 1890-91.



MATTHEW WADLEIGH, Stevens Point, pioneer lumberman and partner of the Reeds in promoting the W.C.

SOME ORIGINAL WISCONSIN CENTRAL DIRECTORS

the light 57 pound iron and the hand hewn cross ties safely carried the 35-ton engines and light trains for 15 years until the Wisconsin Central was well established and the income warranted general improvement.

Measured by the standards of modern track and road bed construction, the old Wisconsin Central would send a shudder through the road master of today. But in 1871 it would equal or better the other new roads being built in the state. Regardless of the kind of road built north of Stevens Point, let it be known that Reuben Scott built a first-class, substantial piece of road between Menasha and Stevens Point. Governor Taylor and his group of officials and many prominent private individuals took a ride over this division shortly after it was completed in '71 and were amazed at the smoothness and stability of the general layout. The road bed was 16 feet wide at the crown and 40 feet from outside to outside of ditches. Cross ties a full 9 feet long and adzed to a 9 inch flat surface, all straight grained hard wood and cedar were used exclusively by Scott, and he laid 2,816 of them to the mile.

Upon securing the contract for the construction of this 63-mile division, Reuben Scott immediately sublet the work of clearing, grubbing and grading to two firms; namely, McGillan & Dougherty and Doton & Bennett. These two grading contractors employed 2,000 men during the peak of the contract, with 600 horses and 100 yoke of oxen, and progress was made at the rate of about one mile per day—a good piece of work considering the primitive tools and the isolated location.

The contracts for the erection of bridges, building of stone culverts and the construction of trestles was handled directly by E. B. Phillips and Reuben Scott, and sublet to firms specializing in that type of work.

The first dirt was turned on June 15, 1871, in West Menasha. Arrangements had been made with the Northwestern road to use their bridge over Little Lake Butte des Morts, and their main line and depot in the city of Menasha. Accordingly, construction work was begun at the west end of the Northwestern's bridge, and continued straight west over Clayton hill. By October, 1871, the road had been completed to Waupaca and train service established to that point. Two mixed trains daily were operated between Menasha and Waupaca, a distance of 35 miles. The first time card shows Train No. 1 north and Train No. 2 south as having a running time of three hours and forty-five minutes between terminals. Construction of the remaining 28 miles from Waupaca to Stevens Point was completed early in November, and the first train rolled into Stevens Point November 15, 1871. The arrival of the first train was an occasion for prolonged celebrations by the townspeople, and was "hailed as the first step in making Stevens Point the foremost railroad center in Northern Wisconsin."

From June 1871 to November 1873, the Wisconsin Central used the

Northwestern main line and passenger depot in the town of Menasha. During this period the Milwaukee and Northern Railway had built into Menasha from Milwaukee via Hilbert Junction. Shortly after the M.&N. reached Menasha, the Wisconsin Central, on November 30, 1873, leased the M.&N. for 99 years, and built a new line from the east end of the Northwestern Railway bridge over Lake Butte des Morts to a point about one mile east, there connecting with the newly completed M.&N. Railway. At the junction point of the two roads, the Wisconsin Central built passenger and freight stations which were used jointly until the M.&N. lease was terminated July 31, 1882.

The Wisconsin Central continued to use the Northwestern Railway bridge as an entry into Menasha until 1881 when the W.C. main line was relocated from a point $1\frac{1}{2}$ miles west of Menasha directly into the town of Neenah (a sister town of Menasha), thus giving Menasha the run-around and eliminating that town as a main line station.

It may be of interest to old Wisconsin Central railroad men to refer to Rule 54, which is included in these notes, taken from the 1878 Book of Rules governing the movements of trains over Little Lake Butte des Morts bridge used jointly by the Wisconsin Central and Northwestern Railways. "The Lake" is a widening of the Fox river at this point, forming the western boundary of the town of Menasha. West Menasha Junction, at the west end of the Northwestern bridge, was known officially as C.&N.W.Jct.

On the road between Menasha and Stevens Point, an interesting station, at that time, was Gills Landing on the Wolf River. Gills, as commonly called, was an important distributing point for supplies to the surrounding territory, and one of the larger trucking companies operated twenty 4-horse teams daily out of Gills to distribute a portion of the goods shipped to that point by water. One of the first large structures built by the road was a warehouse and dock 400 feet long at Gills to accommodate the heavy tonnage in and out of cars at that point. At Gills also the Wisconsin Central built their largest trestle work as an approach to the drawbridge. This trestle was 2,600 feet long, built on piles driven by primitive pile drivers, and averaged about 10 feet above water level. In later years this was entirely filled in to a point within 150 feet from the bank. After the coming of the railroad, the brisk shipping business that Gills Landing had enjoyed gradually diminished, and within a few years reached the vanishing point. Gills Landing became a railroad flag stop for the locals, a slow order for the fast ones, and a fine spot to fish for white bass.

It is of interest to note that during the years 1871 and 1872, 6,000 tons of 57-pound iron rails were ordered to be shipped by water via Green Bay up the Fox River to Menasha. During this period contracts were

also awarded for 100 platform cars, 50 box cars, 40 dump cars, and 12 coaches and baggage cars. The contract was placed with the Dayton Car Company (Barney & Smith, Dayton, Ohio). It will be recalled that Mr. E. E. Barney, one of the owners of Barney & Smith, was a Director of the Wisconsin Central, and this may explain why the Dayton Car Company secured the business.

Among the early key cities (Menasha, Stevens Point, and Ashland) on the Wisconsin Central, Stevens Point stands out as being the most important during the early years of the road. At the time the first train came into Stevens Point in 1871 the population was about 1,800. The "Point," was a great stage coach and trucking center, and in handling passengers only, one stage company operated 12 coaches and 100 head of horses in relays. When the city fathers of Stevens Point were approached in 1870 to provide funds and donate lands for the benefit of the Wisconsin Central, a contract was drawn up and all of the conditions plainly specified. One of the conditions specified that the division point, the shops and the roundhouse would remain in Stevens Point forever. In writing up this contract the financiers, Gardner Colby & Company, found it *expedient* to omit that portion of the contract and the omission was not discovered until 1886 when the first move was made to transfer the Shops to Waukesha, Wisconsin. The town of Stevens Point then entered a vigorous protest, and officially informed the Railroad that their contract was iron clad; the shops could never be removed. But when the city fathers came to scrutinize the original contract they found, much to their consternation, the very important item had been omitted. By 1890 all the operating offices and shops had been taken away and installed at Waukesha.



Chapter 3

Into the Deep Woods

PHILLIPS & COLBY brought the Wisconsin Central into Stevens Point with a flourish, having built a good piece of railroad, spending plenty of money in the accomplishment. There was a good reason for this: The Menasha-Stevens Point division was to be featured as the blue-ribbon exhibit of the whole show. That section of country between Menasha and Stevens Point was already settled; towns and counties along the line had been generous in voting financial aid to the road.

However, the route from Stevens Point to Ashland presented a different picture. The right-of-way northward led through an unbroken forest wilderness entirely devoid of towns, settlements, or organized society. An occasional Indian camp; the camps of timber cruisers, surveyors and prospectors comprised the total human activity in the territory about to be traversed by the road. Phillips & Colby could expect no financial aid from this unsettled country; the one big prize which held their undivided attention was the Federal Land Grant allotted to the Wisconsin Central: a million acres of the finest standing timber on good soil.

Elijah B. Phillips was a well-seasoned, successful railroad operator. His experience had been wholly in the operation of well-established lines and did not include the rough, grueling labors in building a new road through a wild, raw country, such as northern Wisconsin was in 1870.

Charles L. Colby, Phillips' partner in the Construction Company, was the son of Gardner Colby, financier of the Wisconsin Central. Young C. L. Colby received his first baptism in railroad affairs in 1871 in the building of the Wisconsin Central. Without previous railroad training or experience in the rigorous work involved in pioneering such projects, C. L. Colby was kept occupied in his position as Treasurer of Phillips & Colby Construction Company. He also held the position of secretary to his father, Gardner Colby, and spent much of his time in the east. On two occasions he took his family to Germany to sojourn while he attempted to interest the Europeans in buying stock in the Wisconsin Central. The expense accounts covering these extended jaunts were steep and heavy, yet were promptly approved by Phillips & Colby Company and generously paid out of the Wisconsin Central exchequer. On account of the outside activities of C. L. Colby, Phillips had the field to himself in the construction and management of the new railroad. However, events of the following five years show that he learned ultimately the wide difference between building a railroad, and operating one already built.

Early in 1872 Phillips & Colby awarded a contract to the Hooper, Boyle & Seymour Construction Company specifying the construction of 140 miles of road west and northward from Stevens Point; a tough assignment, full of physical and financial uncertainty for the builders.

After leaving the Wisconsin river valley at Stevens Point, the right-of-way leads west over a rolling country of heavily timbered hills and hollows: "Where the tall, white pines and squatty balsams spread a mid-day twilight over the ankle-deep carpet of brown pine needles—a rare enchanting retreat for the woodsmen—an eerie, lonesome trail to intruding neophytes." Low hills and hollows—known to railroaders as knobs, humps, and sags—the bane of the freight engineer's life in the old tonnage era.

On March 18, 1872, Hooper, Boyle & Seymour began construction work at Stevens Point, moving westward, and by September of that year had reached Section 53 with 51 miles of "ready track" to their credit. Section 53 was on the site of the present town of Colby, where the main construction camp remained for two years. This end of track was named Colby in honor of Charles L. Colby.

In addition to the 51 miles of usable track laid here in 1872, the contractors completed the work of clearing, grubbing, and grading the right-of-way to Mile Post 101, about 50 miles directly north of Colby. Mile Post 101 was later named Worcester.

In October, 1872, the road was ready for inspection between Menasha and Colby, and a special train, gaily decorated, was run from Menasha for the benefit of the bigwigs and brass hats. Governor Taylor, state officers, newsmen, and prominent business men were loud in their praises of the splendid work done, and pronounced the new road one of the finest in the West.

Governor Taylor proclaimed the Wisconsin Central project to be "a prodigious undertaking and a stupendous enterprise, through forests so dense and impenetrable that it was necessary to transport many of the supplies into the vast wilderness on the backs of men." Mr. B. F. Atwell, prominent lumberman of Stevens Point wrote in 1872 of his travels "through the immense pinery near the Wisconsin River, then finding riches of hard wood, maple, ash and oak of giant proportions, and again into the forests of pine exceeding any previous opinion of magnitude. The face of the country from Chippewa River north is exceedingly rough, reminding me of my old New England home. Some indication of this rough terrain may be observed in the Bad River Valley where the river falls 326 feet in 5 miles—a wealth of water power."

(Near Mellen, Wisconsin, the Wisconsin Central right-of-way lies along the rocky banks of the Bad River at the bottom of Bad River Valley.

For 16 miles (Morse to Coria) the railroad closely follows the twisting, tortuous river course, crossing and recrossing the stream twenty-two times

within a few miles. The town of Morse originally bore the name Bad River.)

The Governor, in his description of the Wisconsin Central project stated "it was through the indomitable courage and energy of George Reed in promoting the Wisconsin Central, the sagacity of Gardner Colby in foreseeing the great possibilities of the enterprise, and the competency of Superintendent C. Harris, that it is possible for Menasha to soon join hands with Lake Superior at Bayfield, Wisconsin."

While Hooper, Boyle & Seymour, the railroad builders, were cutting their way northward through the woods, E. B. Phillips and his bridge builder (said to be the *Wisconsin bridge and Iron Co., Milwaukee, Wis.) were engaged in erecting a three-span Howe truss bridge over the Wisconsin river at Stevens Point. The rock formation in the bed of the river was made to order, forming solid foundations for the cut-stone piers. The native stone used in the piers was taken from the old quarry in the railroad cut a few hundred feet west of the river.

Who, among the older Stevens Point railroaders, remembers this pioneer span without a thrill of pleasant retrospection—mellow thoughts of the scene of youthful adventure and callow escapades. From time out of mind, the river bank at the bridge has been the favorite "camp" and playground for the young lads from the "South Side" (the railroad side of town), who learned to swim and dive off "second Pier," many of whom are now gray-haired veteran Engineers and Conductors on the W.C.—Soo.

During the year 1872 the project began to take on the appearance of an orderly railroad. Trains were running regularly between Stevens Point and Menasha, and all equipment was taxed to capacity in handling the traffic.

The road outgrew its modest general office at Menasha and moved to Milwaukee into Executive Headquarters. Operating Headquarters were established at Stevens Point, and construction of a roundhouse and larger repair shops begun at that point.

The original roundhouse was built entirely of native stone, with an iron roof and iron service doors. The house was built to accommodate six locomotives; six stalls, each with pit and stack hood.

The old roundhouse still stands as sturdy as ever as will be noted in the accompanying photograph. The wooden additions on each side of the original were built about ten years later. The back shops group of buildings, constructed of Milwaukee brick, were modern, commodious, and completely equipped with machinery required for rebuilding and repairing locomotives, passenger and freight cars.

Due to the isolated location of Stevens Point at this time, and the distance from large industrial centers, the Wisconsin Central was of neces-

* The Wisconsin Bridge & Iron Co. of Milwaukee, Wis. built all original Howe Truss bridges on the Wisconsin Central. Many erection contracts sublet to Kelly-Atkinson Co. of Chicago.

sity compelled to be self-sufficient in the maintenance of its equipment.

The main locomotive repair and machine shop measured about 250 feet long by 150 feet wide, with an engine and boiler room attached to the northwest corner. "A marvelous 75 H.P. stationary engine" furnished the power for the long line shaft and belted machines. Surmounting the boiler room roof was the famous shops' whistle, a huge steamboat whistle that Andrew Fenwick must have brought with him from the east, when he installed the machinery in the new shops. The shops' whistle, 3 feet high and 15 inches in diameter was the pride of the road and could be heard distinctly, on a clear morning, at Waupaca, 27 miles away. (But Fenwick's instrument of noise became the despair of the near neighborhood and wrecked the peace and composure of all the housewives in the shops vicinity, for its deep thunderous blasts rattled the windows and shook the dishes off the cupboard shelves. The old whistle went into the junk heap when the shops were partially stripped of machinery to equip the new Waukesha shops in 1887.)

To the south of the main locomotive shop building stood the coach and paint shop 200' x 100', the two buildings being connected by a 75-foot transfer table. Connected to the main shop at the east end was a 100' x 50' iron storage and blacksmith shop with eight forges and hand-operated bellows; the blacksmith equipment was increased to twelve forges in 1880, together with a steam hammer and a frame welding fire.

An oil house and store room for engine supplies, built of native stone, and floored with steel plates was located a few yards north of the roundhouse. A coal shed, with hand power bucket hoists; a water tank and sand house embellished the east end of the stone roundhouse. Behind the main shop building were the eight rip tracks for the "Bad Orders" and "Flat Wheelers." Between the main and blacksmith shops, a small room housed the punch and shears, the axle lathe and car wheel boring mill, and a hydraulic press for handling freight car wheels and axles—"off and on."

On the east, north, and west borders of the property a nine-foot high board fence broke the winter blasts for the car repair gang, and gave the night watchman a sense of reasonable security. A hundred and fifty foot smoke stack of brick with stone base stood at the corner of the boiler room and spread a mantle of rich, black unburned carbon over the town as an industrial blessing and benediction. Stevens Point was proud of the Shops and claimed the Wisconsin Central as its own.

During the period 1872 to 1887, the shops were the main attraction, and on every Sunday, designated as Visitors Day, great crowds of town and country people joined the parade to inspect this new seventh wonder of the railroad world.

In 1936 the larger shops buildings were razed, and the old brick used in the construction of the Stevens Point High School stadium—a long jump from locomotives to the advancement of physical education.

Chapter 4

South from Ashland

THE northern objective of the Wisconsin Central was originally Bayfield on Lake Superior. As subsequent investigations and surveys proved that the geographical location of Bayfield would not afford a suitable terminus for the road, the promoters decided to make Ashland the north end of their iron. Ashland, 18 miles south of Bayfield, was a mere clearing in the woods in 1870, formerly known as Equadon which was founded in 1854 and abandoned in 1863.

The Ashland site was located on the bank of a splendid natural harbor, called Chequamegon Bay by the French and Indians, and for a hundred years had been the popular stamping-ground and tribal meeting place for the northern Indian nations. Chequamegon Bay country is in the heart of the region described by the poet Longfellow in *Hiawatha*, and the "forest primeval" was still virgin and unmarked when Capt. W. W. Rich first planted his tripod instrument there.

Capt. Rich, Wisconsin Central civil engineer, came north in 1870 to make preliminary surveys for right-of-way and entry into the Chequamegon Bay territory, and when he reached Ashland, the total number of people living in the settlement was five. It was the Rich survey and the news of the coming of the railroad that precipitated the great influx of settlers and workers into Ashland in 1871. Pioneer lumbermen recognized the strategic location of Ashland, and laid their plans to make it the center of their logging and lumber operations.

Although the construction of the Wisconsin Central from the south end was being handled with normal progress, the directors and officers were not satisfied, and contended that great speed was necessary. They were taking no chances in jeopardizing their hold on the land grant of nearly a million acres of fine timber. Accordingly, the route south from Ashland received its final survey and approval, and to expedite the completion of the project, it was decided to build from both ends toward the middle.

In an issue of the *Bayfield Press* dated May, 1872, the following announcement is made: "The first shovel full of dirt was turned April 15, 1872, at this end of the glorious Wisconsin Central by the Honorable Aseph Whittlesey, pioneer of Ashland, the Future Iron City of Lake Superior."

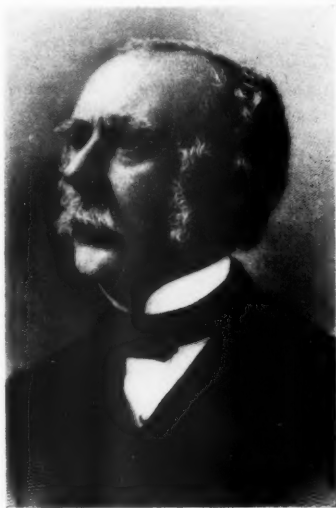
Phillips & Colby Construction Company awarded the general contract, for construction of the road from Ashland to Penokee, a distance of 30



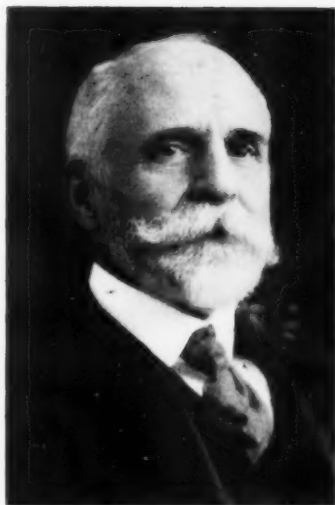
REUBEN M. SCOTT, Director of the P.W.&S., builder of the W.C. from Menasha to Stevens Point and of the M.&N. into Menasha.



CAPT. HENRY PRATT, Sec'y of Phillips & Colby Co. and employee of the W.C. in the early days.



SAMUEL H. WALLEY, First Sec'y of the W.C. and Pres. of the Revere Bank of Boston.



EDWIN H. ABBOT. Director and Attorney, 1873-74; Secretary-Treasurer, 1874-78; Trustee, Vice-President and Solicitor, 1879-83; Trustee, Vice-President and Secretary, 1883-90; President and Treasurer, 1890-95.



FREDERICK N. FINNEY, General Manager, 1878-1886, Managing Director, 1886-1887. One of the ablest of W.C. officials.



HENRY F. WHITCOMB, General Manager and Receiver, 1893-99; President, 1899-1906.

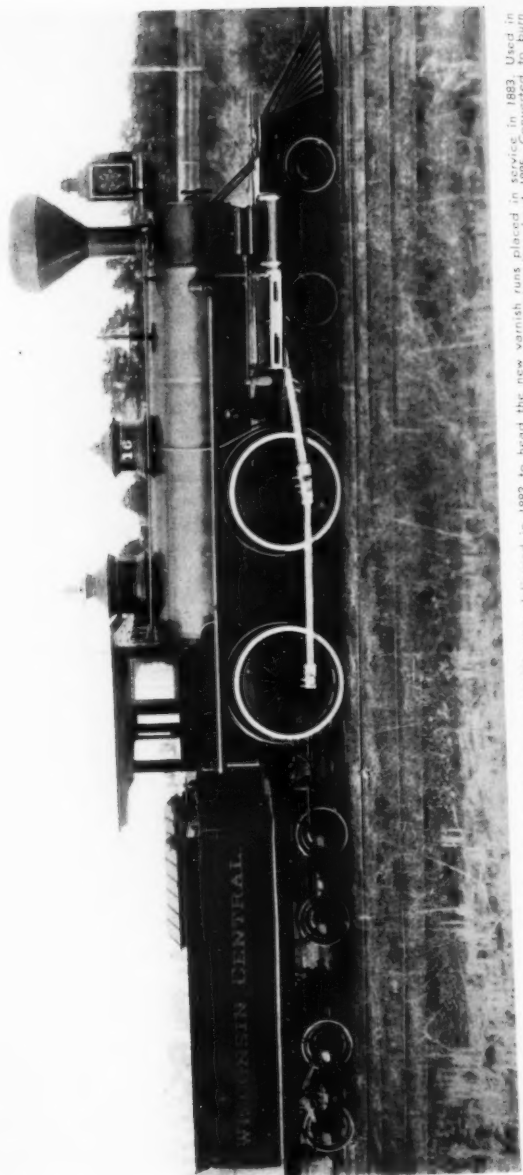


HOWARD MORRIS, Solicitor and Counsel, 1880-87; Director and Assistant Secretary, 1887-91; General Solicitor and Secretary, 1891-93; Receiver, 1893-1906.

SOME WISCONSIN CENTRAL OFFICIALS



THE "ONE SPOT" FIRST ENGINE IN THE WISCONSIN CENTRAL. Originally named the "Menasha" this 35 ton two-dome Baldwin was the first of the original order of five; unloaded by Gavin Campbell in Menasha 1871 for use in construction work. Taken at Fond du Lac in 1892 as helper on Bruce Hill Engineer Chas. Barth, fireman Walter Chapman, conductor Elmer Thew. In conversion to coal burner, the Yankee diamond stack, short front end, cross head B. F. pumps, and name were eliminated.



A STURDY McQUEEN. First of nine Schenectady wood burners (16-23) were delivered in 1882 to head the new varnish run placed in service in 1883. Used in passenger service until reduced in cylinder diameter and horsepower in 1895. Converted to burn coal steam, the McQueens pulled Abnash Division passenger trains for 25 years, later relegated to branch line and local freight service.

miles, to Stoughton Brothers, Winona, Minnesota, and much of the work was sub-let to T. D. Green, Anson Northrup and Alex Livingston. Beginning in April, they built only 6 miles of road before winter snowed them in. Construction was halted at White River, a small stream in a deep wide ravine. Stoughton Brothers, Northrup, and Livingston, and the Chicago Bridge Company erected a steel bridge over White river, 1,600 feet long and 110 feet above the water, a huge undertaking in the isolated location. All materials required were shipped by boat up the Great Lakes through the Soo thence to Ashland for handling by the Wisconsin Central on its own rails to White river.

The White River bridge, a lean spindling structure, remained one of the great sights of northern Wisconsin (and a 6 MPH slow-order for engineers) until about 1910 when the ravine received an earth fill, and the steel bridge sold for junk.

Still another more potent authority effectively stopped the progress of the builders at White River. Late in '72 the Wisconsin Central along with the rest of the nation began to feel the financial pinch of the Great Panic. In December, orders came through from Headquarters to Capt. Rich (who was now Superintendent of Construction) to cease all operations in the work on the Ashland-Penokee Gap division. Here at Ashland, which three years before had a total population of five people, was a roaring boom town. Sam Fifield, publisher of the *Bayfield Press* wrote, a few years later, as follows:

"I wish I could give you a vivid word picture of the conditions existing on Ashland's townsite in 1872, the organization of society out of a rough, strange, human element, a mixed population rapidly brought together, of rough railroad builders, a camp following of bad men and bad women, sprinkled with a goodly number of brave and true pioneers, who came to make for themselves new homes. Picture, if you can, the planting of twelve hundred people among the pines on the townsite, the bringing order out of chaos, organizing a local government for the protection of the people, the making of necessary improvements, the opening of streets, building of bridges, stores, homes, shops, saloons, docks, and warehouses, rushing business day and night before the coming of winter."

From March to November 15, 1872, over 200 buildings had been erected, and from a thousand to thirteen hundred men were in the railroad camps engaged in the tremendous task of clearing a track through the forest, and building a railroad. Suddenly, one December morning, 1872, Capt. Rich received word to shut down all work on the line, pay off and discharge all the men and transport them and all others who desired to leave, out of the country.

This order stirred up the entire community. Here were more than a

thousand people, a large percentage of whom depended on their wages from the railroad company for their daily bread. It was very late in the season with the bay nearly frozen over and no boats running. There were no wagon roads, and no railroads. About the only way out was to walk to Superior, eighty miles away. In addition, there was dissatisfaction over the date for which this army of laborers was to be paid off. Capt. Rich had orders to pay off the men to the day the work was suspended, to keep them in camp, feed them, and then transport them to Duluth-Superior.

All went well at the start but when Rich arrived at what was known as Kelly's camp, the men demanded pay "to date," whereas Rich had sufficient only to pay them "up to date of suspension." Kelly's men immediately attacked the pay-master, and tried to seize the money. Capt. Rich held off the railroaders with his revolver until the pay-master and his guard reached their team, where Rich joined them, and although they were pursued, Rich and the pay-master reached Ashland first and reported the occurrence. The only officers in Ashland were a deputy sheriff and a constable. The whole community was excited now, including all the railroaders and their sympathizers, and the bona fide residents. The saloons were ordered closed, the advance guard of Kelly's camp having arrived next morning (New Year's day, 1873) but the saloon keepers only closed their front doors, and the back-door trade was vigorous.

The leading business men and citizens were called together, and Wisconsin Central engineers Dunbar and Wanzer were sent to Bayfield with a letter signed by the local town board requesting the aid of the Bayfield militia. Sheriff Boutin arrived at midnight with Company D, Bayfield Rifles commanded by Robt. D. Pike, which marched up over the ice and took command of the situation. The town was placed under martial law for ten days when a settlement was made with the railroad workers.

"Over a thousand men in this motley crew were herded out of town by the militia, to make their way on foot to Superior, eighty miles away."

Thus ended the "Ashland War," and by January 15, 1873, the town of Ashland had begun its period of hibernation lasting until the work was resumed on the railroad the following spring.

There is a wide variance in accounts and reports relative to the date of completion of the Ashland-Penokee division. The Wisconsin Central Directors' Report to Stockholders shows that Penokee was reached on December 26, 1872. The *Ashland Press*, the *Bayfield Press*, and local Ashland historians agree that this section of the road was not entirely finished until October 1873. It is reasonable to assume that Ashland County records are accurate. In the light of later official reports of the

railroad, it is quite evident that the directors, in 1872, were anxious to give the stockholders an encouraging report of progress during financial stress, and may have made their Penokee report prematurely, with colorful ambition. The difference of opinion in the matter may be explained by the fact that the clearing, grubbing and grading was finished in 1872, but the iron was not laid into Penokee Gap until October 1873.

This point may appear relatively unimportant to readers other than Wisconsin Central zealots, and is mentioned merely as a part of the "hair that goes with the hide."

THE CHEQUAMEGON HOTEL

Despite financial handicaps, and hardships incident to isolated location and harsh, natural surroundings, the Wisconsin Central built its commercial dock on the Ashland waterfront in 1872. The erection of "The W.C. Dock" marked the beginning of Ashland's development as a shipping center, and provided a source of much-needed income for the railroad.

The Colbys, father and son, had big ideas, and brought with them an eastern custom, that of railroad-owned hotels. The first was to be erected at Ashland, planned as the initial unit of a string of company-owned hotels to be built along the line at important cities.

In 1872 plans for the erection of the Chequamegon Hotel were made. The hotel project was a bold venture in this sparsely settled territory, yet it turned out to be one of Ashland's strongest bids to attract summer tourists and health-seekers. Financed and built entirely by Wisconsin Central capital, the Chequamegon Hotel was not completed until August 1, 1877, when a grand opening was staged to celebrate the completion of the new railroad and its magnificent hostelry. A broad, sprawling structure, garish and ornate in trim and embellishment, three stories high with 400 rooms, the Chequamegon was built of local pine and hardwood lumber, and sported a wide, spacious veranda on two sides. The hotel became the rendezvous for the great and near great in lumber, rails, and politics, and the center of all social and civic activity; "a palatial edifice with regal appointments, magnificent in design and permanent in structure, overlooking the finest harbor in the north, and affording an unrestricted view of the gorgeous, enchanting panorama of Chequamegon Bay."

Years later when the state began its program of minute inspection of public buildings, one realistic stoney-faced fire marshal adjudged the Chequamegon Hotel to be the finest and most perfectly designed fire-trap this side of Hades. Strangely enough, despite natural hazards, amid forest fires that raged intermittently through northern Wisconsin, the old hotel never got a blister, and after thirty years of noble service was finally cut into smaller sections, one of which still remains on Ashland's main street, serving the traveling public; the Menard Hotel.

PENOKEE GAP

Early in 1873 when the road's financial condition had improved to some extent, construction was resumed from White River south, and in October, 1873, the road was completed to Penoque Gap, 30 miles south of Ashland. The construction of this short piece of road was costly and required 61 bridges. From Penoque to Coria the railroad and the Bad River play hide and seek, the railroad builders being compelled in this rough country to follow the path which the river had carved in the rocky highlands. On the 30-mile division, two long, high bridges were required, one at White River, previously described, the other at Silver Creek, now known as High Bridge, which measured 860 feet long and 90 feet above the water. These two bridges were the marvels of the age, and constant sources of wonderment to natives and visitors alike.

When the road had been completed from Ashland to Penoque Gap in October 1873, there it stopped in the wilderness for four long years.

The name Penoque is of unique origin. When Col. Whittlesey, an early explorer and geologist, made a hand-written report on the territory embracing the Iron Range Hills, now known as the Penoque Range, he gave the hills region the name "Pewabic," the Chippewa Indian word meaning "iron." Col. Whittlesey's handwriting was not of the best, and as a consequence the printer set his type with "Penokie" instead of "Pewabic," thus creating a new name. Later the "i" was dropped in favor of another "e," and the name "Penoque" became a matter of official record in state history and an important landmark on the Wisconsin Central.

Penoque Gap is a break in the rough country, a regular gap where the Bad River breaks through the Iron Range Hills on its way to Lake Superior. The Gap is an historic pathway through which the copper workers from Mexico and South America came to Lake Superior centuries ago en route to the copper deposits on Isle Royal in Lake Superior.

It was in this Gap that the Wisconsin Central suddenly ended its course southward from Ashland in 1873. For four years it remained the southern terminus, the jumping off place, so to speak, and in a short time a settlement was begun at the "end of the steel." The settlement developed into a sizable village and became an important stop on the Wisconsin Central for many years. Today, not a sign of human activity remains, not a building remains standing, and the spot looks wild and desolate. Penoque Gap has reverted to its jack pine status of 1870. The Gap is about 1,000 feet above Lake Superior level, and the locomotive tonnage rating from Penoque north to Ashland is the highest on the entire road.

Despite the fact that the Ashland-Penoque division was an isolated strip of railroad, immediately upon its completion, traffic in freight and

passengers became so heavy that the few engines and cars were inadequate to handle it. Demands for movement of lumber equipment and forest products overwhelmed the little railroad. The only railroad in northern Wisconsin and the only route out of Ashland southward, this isolated piece of railroad at once became the quick and easy approach to Lake Superior from the interior. From 1873 to 1876 passengers from Ashland made their way southward from Penoque on foot or snowshoes, in wagons or sleds, to the unfinished north end of the Wisconsin Central at Worcester, a distance of 57 miles, a journey full of hardships, and only the rugged traveler undertook the trip.

In an old historical record an account is given of a trip made over the Wisconsin Central from Milwaukee to Ashland in the Spring of 1875 by Sam S. Fifield, one time senator and lieutenant governor of the state (for whom the town of Fifield is named). The trip consumed sixteen days, the great part of the time being spent in bucking snow and riding the bobsleds between Worcester and Penoque where the Wisconsin Central had not yet placed its rails. In this connection is mentioned Engine No. 9 pulling the little north-bound passenger train from Penoque. About six miles north of Penoque the engine jumped the track on the ice-covered rails and stalled in the snow. Locomotive Engineer Harry Guy was forced to take a long walk to Ashland to bring back reinforcements. Incidentally, this account provides the name of one of the first locomotive engineers on the Wisconsin Central, of which we have any record.

In spite of these handicaps the famous Fifield party had only high praise for the Wisconsin Central Railroad service, and announced it to be a great boon to travelers in the northern wilderness.

A summary of progress made in 1872 indicates the number of miles of finished railroad:

Stevens Point to Section 53 (Colby)	51 miles
Stevens Point city spur to Weeks Saw Mill	1½ miles
Ashland to White River	6 miles
Menasha Spur toward Appleton	2½ miles
Ashland Commercial Dock line	1½ miles

In addition, the work of clearing, grading, and grubbing was finished from:

Colby (Section 53) to Mile Post 101 (Worcester)	50 miles
White River to Penoque Gap	24 miles

The terms "Section 53" and "Mile Post 101" were used to indicate mileage northwest of Stevens Point. The actual mileage to Colby is 51, but in 1873 the track ended in the sag a half mile south of the present

town of Abbotsford, 53 miles from Stevens Point. The main construction camp, however, was located on the site of Colby (named for Charles L. Colby), and mileage computed from that point.

For a short time, 1879-1880, the Abbotsford location was known as Colby Jct., later named Abbotsford in honor of Edwin H. Abbot, Trustee of the road 1879-1889.

The construction of the $2\frac{1}{2}$ mile spur from Menasha toward Appleton is of interest in that its original purpose was to connect the Wisconsin Central with the Appleton & New London Railway at Appleton as a means of entry into Milwaukee, a distance of 121 miles from Appleton. The Appleton & New London Railway was absorbed by the Milwaukee, Lake Shore & Western Railway in June 1872, at which time the Wisconsin Central secured a lease of the M.L.S.&W. The lease was never exercised and was terminated in 1874, although during the period 1872-1874 the M.L.S.&W. official reports were issued over the name of the Wisconsin Central as lessee. The Wisconsin Central did not make use of the M.L.S.&W. lease for the reason that, in 1872-1873, a more attractive lease was negotiated with the newly-completed Milwaukee & Northern Railway, a shorter route with broader terminal facilities of the Chicago, Milwaukee and St. Paul Railway in Milwaukee.

The $2\frac{1}{2}$ mile spur at Menasha never saw service except car storage, and was abandoned and dismantled in 1897.



Chapter 5

The Phillips Scandal

THE arduous labor of clearing and grading the right-of-way from Section 53 (Colby) to Mile Post 101 (Worcester) was finished in 1872, and that section of 50 miles of road bed made ready for the ties and iron.

On April 15, 1873, the Hooper, Boyle & Seymour Construction Company started laying rails at Section 53 northward, and arrived at Mile Post 101 on January 6, 1874. The completion of this 50-mile section made a total of 164 miles of road now ready for operation. Freight trains loaded to the guards with materials and supplies followed closely behind the track-layers, and the road was swamped with traffic. At Stevens Point and Menasha, huge quantities of goods of every character awaited the movement of trains northward.

From June 1874 to June 1875, the half-finished road handled 175,380 tons of building materials, grain, provisions, wagons and implements, live stock, lumber, iron and steel products, brick, coal, and merchandise; most of this tonnage going north in development of the new territory. Passenger traffic became so heavy that the two regular passenger trains could accommodate but a portion of it, and freight trains carried one or more passenger cars to take the overflow.

Early in 1874, Governor Taylor and his group of public officials made a second trip over the line in Phillips' private business car, to the end of iron construction camp at Mile Post 101. Here, a grand celebration in Governor Taylor's honor, was staged by Phillips & Colby in true backwoods style; choice wild game and brook trout graced the camp tables, to whet the Governor's appetite and further stimulate his appreciation of the worth of the road and its builders. In a later public announcement Governor Taylor stated that "the road was so smooth and so perfectly engineered that the water in our goblets did not waver in the glass at 20 miles an hour."

It should be explained here that Governor Washburn, who preceded Governor Taylor, strongly opposed Phillips & Colby Company and the Wisconsin Central project. Later, the Wisconsin Central crowd attained a friend and champion of their cause in Governor Taylor, who fostered the road and approved it for a patent or title to the Land Grant.

The period 1873-1875 may be called the Season of Discontent for the Wisconsin Central. The financial stringency, due to the panic of 1873, put a crimp in the progress of road construction; Phillips & Colby were finding more and more difficulty in raising money.

Gardner Colby, and Phillips & Colby were under contract to build and equip the road, assisted in the project by funds subscribed by towns and counties, but had expended an amount exceeding the aid bonds in building the first 164 miles, Menasha to Mile Post 101. No further private aid was in sight. Relations became strained between Phillips & Colby Company and their sub-contractors and harmony went out the window. Lawsuits were threatened against Phillips & Colby for collection of overdue payments for labor and materials.

Finally, in 1874, Hooper, Boyle & Seymour broke their contract, moved their men and equipment out of the woods and quit the job cold. Phillips & Colby Company was in a tight jam and there was every prospect that they would fail to complete their part of the contract. They were required to produce a state-approved railroad over a prescribed route in order to secure a deed of title to the vast areas in the Land Grant, now valued at five million dollars. Moreover, the town and county bonds could not be released for financial aid until the road was finished and *in running order*.

After the road contractors, Hooper, Boyle & Seymour, threw up the job and pulled out of Mile Post 101 in early 1874, Phillips was left high and dry, a victim of his own short-sighted, unscrupulous methods of doing business. Here he was stranded with two pieces of unfinished railroad, each ending in the deep woods many miles from his base of operations. The 164 miles of road from Menasha to Mile Post 101 constituted an unfinished leg. The 30-mile section from Ashland to Penoque Gap (built in 1872-1873) was the other unfinished short leg of the crippled Wisconsin Central.

Between the unfinished ends of iron lay the most difficult portion of the entire route: 57 miles of dense standing timber, swampy low-lands, alternating with rough, rocky highlands, deeply eroded in the creek bottoms.

In desperation, Phillips & Colby decided to handle the construction work themselves. They attempted to gather together a construction crew, but it was an almost hopeless task; for the available laborers, lumberjacks, and teamsters were green hands and understood nothing of railroad building. Gradually, the news of Phillips & Colby's predicament trickled down through the state. Indignant stockholders and newspapers began to dig up startling and intriguing facts concerning Phillips and his rapacious man-handling of the Wisconsin Central. In no uncertain terms the newspapers condemned and vilified Phillips & Colby Company for their shameful conduct in business. One influential paper fired a broadside stating that "Elijah B. Phillips works to turn traffic over to the C.&N.W. instead of the Milwaukee & Northern, a Wisconsin Central leased line. The Wisconsin Central is in arrears three months' pay to

Wisconsin Central Railroad.

PHILLIPS & COLBY CONSTRUCTION CO.

Superintendent's Office,

Train Card No. 1000 running Oct 2, 1871

Station	Time	Time	Time	Station	Time	Time	Time
Waupaca	7.20	8.47	10.45 am	Menasha	2.20	2.20	3.46
Wausau	8.41	27.21	9.58	Wausau	2.41	10.41	4.08
Wolf River	10.45	28.26	9.56	Wolf River	10.45	20.45	5.14
Lepau	5.36	12.12	1.32	Lepau	5.36	26.01	5.48
Wausau	2.33	8.46	7.57	Wausau	7.33	33.34	6.35
CRW Just	1.13	1.13	7.10	CRW Just	1.13	34.47	6.45 PM
Menasha			7.00 am	Menasha			

B. K. Harris

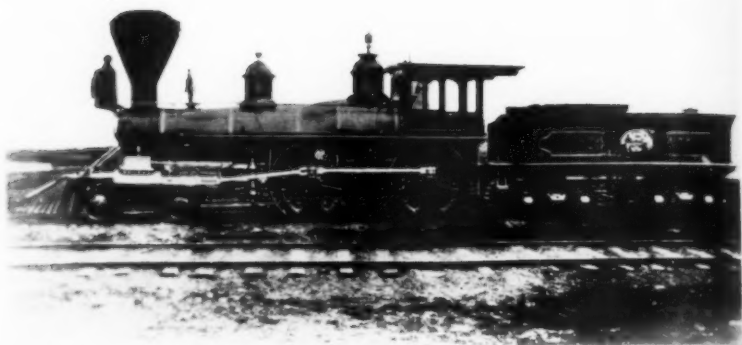
All trains must come to a full stop before crossing the
 River Bridge and must know the train is right home
 before crossing and Menasha must stop before reaching
 the river just and not more than 200 feet from it. The engine
 fire must be going eighty rods before crossing a highway and
 must ring until the engine has crossed the highway the
 clock in the office of the C. & W. R. R. will be taken

to be the engine of being
 the short space ahead of the engine as a signal
 to stop the train. Do not let off the brakes, then
 to back the train.

A lantern coming across the track as a signal
 to stop coming in a circle the signal for
 starting the train raised and moved outwardly
 the signal for backing the train.

B. K. Harris

FIRST TIME CARD OF THE WISCONSIN CENTRAL. When trains began operating October 2, 1871, Supt. Harris made up his first schedule in longhand. The distance between Menasha and Waupaca was 34.47 miles and the train time 3 hours 45 minutes. At the time the W.C. had a temporary shack station in the north yards of the Northwestern at Menasha and operated over their bridge across Lake Butte des Morts.



A STEPCCHILD FROM THE MILWAUKEE & NORTHERN, No. 4 on that road, named the "Holstein" she was taken over under the lease and operated for nine years as W.C. 19. Built by Brooks in 1871 she was handsomely embellished and carried the seal of Wisconsin on her tender.



STATION AND HOTEL, WAUPACA, 1878. Built on the original grade of the line it was elevated when the track was raised in 1900 and burned in 1905. Of interest is the windmill, switch stand, costumes of the people, and Mason built woodburner No. 17. This was originally Milwaukee & Northern No. 2 "PLYMOUTH," returned to the M.&N. after the lease and eventually C.M.&St.P. Nos. 917 (1898), 1293 (1899), 1456 (1910) and 149 (1913).

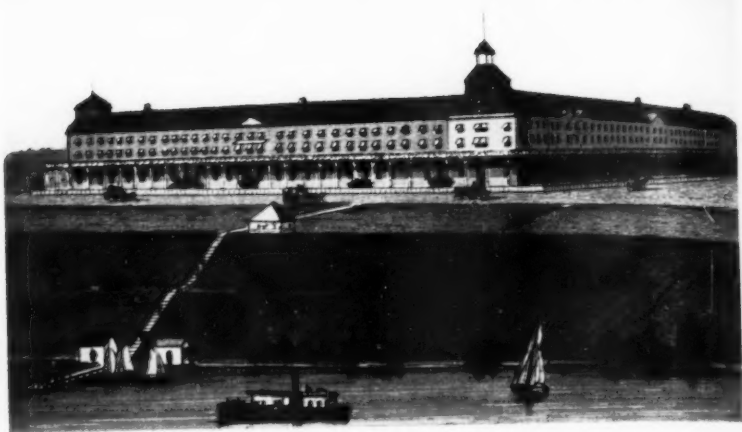


THE FIRST STEEL BRIDGE OVER THE WISCONSIN RIVER. Built about 1886 to replace the original Howe Truss erected in 1872 on the same piers. Probably Train No. 6 eastbound.

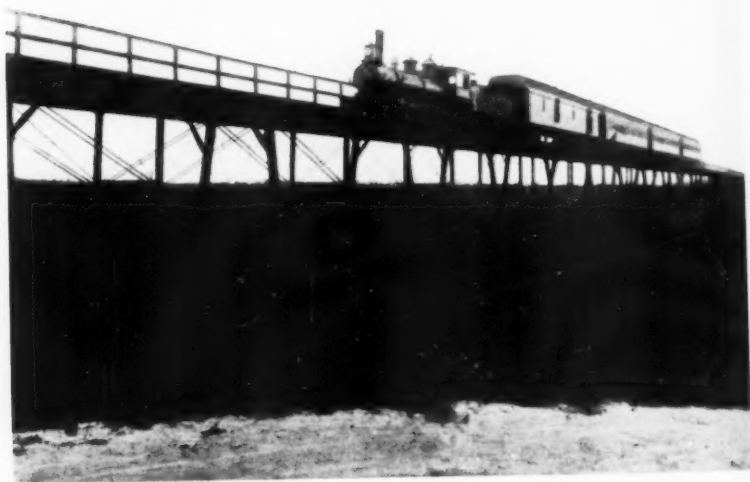


THE ORIGINAL ROUNDHOUSE. The six center stalls were built in 1872 of native stone and still serve as a part of the present layout. The roof and doors were of iron.

HISTORIC POSSESSIONS AT STEVENS POINT



THE CHEQUAMEGON HOTEL, ASHLAND. Built by W.C. interests from 1872 to 1875 this fine resort hostelry contained 400 rooms, later enlarged to 500. It was opened in 1877 and did a thriving business until condemned as a fire trap.



WHITE RIVER BRIDGE, ASHLAND LINE. Built by Milwaukee Bridge & Iron Co. 1872. 1,600 ft. long and 110 ft. above the water, this bridge was scrapped about 1910 and the line relocated.

employees. Phillips is constantly improving and increasing his rolling stock by bringing into service a \$35,000 private business car, finished off in Oriental style, and in which he boxes himself up and rolls through the country without the least desire to familiarize himself with the various localities along the line, or become appraised of those things absolutely essential for the accommodation of the public and the public's business. Eastern capitalists refuse to contribute more money for an enterprise so badly handled."

In September 1874, another influential and well-informed commentator announced that "The Phillips & Colby Construction Company is a corrupt and scoundrelly affair. Under Elijah B. Phillips, to whom is directly, and justly, charged all the embarrassment, financial and otherwise, under which the Wisconsin Central is struggling today." "By his villainous conduct or his want of capacity, Elijah B. Phillips, the Bogus Prince, has squandered Wisconsin Central money and material. By his want of ability, lack of integrity, and false estimates, the Phillips management becomes most infamous, and disgraceful to a criminal degree—a bad man for a trustworthy position."

"Hostility and bitterness has existed between Phillips and every contractor on the line. Ensuing warfare has caused delay and injury to the road, resulting in a law suit against E. B. Phillips and a judgment against him for \$130,000 plus heavy court costs. After the contract work was abandoned at Mile Post 101 and Penokee Gap, Phillips and Colby attempted to handle the work of construction. Then confusion and chaos reigned supreme—workmen strung along thirty miles of track and road bed, at long distance from camp and supplies—disorder, back tracking and duplication of effort, a shameful performance in which Elijah B. Phillips wasted thousands of dollars worth of rails, plates, ties, spikes, wheelbarrows, and shovels, scattered from one end to the other, left to rust and rot. In the work of construction, grade in low spots was built of logs, cross-piled, with all the space between the logs left unfilled. Citizens, interested stockholders, and observers protested against such procedure, and were told to mind their own business by Phillips and his foremen."

Such was the situation on the Wisconsin Central in 1874. In his endeavors to finish up the gap between Mile Post 101 and Penokee Gap, Phillips was unable to turn a wheel.

Citizens of Portage City were clamoring for action by Phillips & Colby to build the promised line to Stevens Point. Ashland business men hammered away for a finished outlet south of their city, calling on Phillips & Colby to execute the work according to contract.

In October 1875, the leading newspaper in the state printed in large headlines: "The Bankrupt Wisconsin Central Railway." "A construction

company headed and managed by Phillips and Colby, has made attempts to gobble up the whole Land Grant of the Wisconsin Central Railway through the connivance of Governor Taylor, without building a rod of railroad. Phillips and Colby are trying to defraud the people, and we would like to call to the attention of our readers the sad condition to which this rich and powerful railroad company of a few short years since has been reduced by the dishonest and imbecile management of its affairs. Starting out with a paid up stock of two million dollars cash, Land Grants worth eight million dollars, with local aid to the amount of one million, totaling eleven million dollars, and having built less than 200 miles of railroad, they are now in debt over a million dollars in accrued interest on their bonds, and wages due to employees."

"The Wisconsin Central Railway organized the Phillips & Colby Construction Company December 1, 1870, and paid Elijah B. Phillips \$12,000 a year to manage it. Charles L. Colby, Secretary and Treasurer of the Construction Company did not know anything about railroad building, and remained East as private secretary to his father, Gardner Colby (the W.C. financier). Charles L. Colby received \$12,000 per year as Treasurer and \$20,000 worth of preferred interest-bearing stock in the Wisconsin Central.

"The Phillips & Colby Company has taken millions of dollars from the people of Wisconsin, and in return has given them 194 miles of disjointed railroad track."

Elijah B. Phillips continued to take a raw-hiding from newspapers and friends of the Wisconsin Central, and from the tone and temper of news columns, it was apparent that he had lost entirely the esteem and respect of those who were interested in the project. Phillips' every move was eyed with suspicion and his railroad technique was criticized from every angle. He was unable to enlist financial support anywhere in the state, and many of the towns, which had already voted bonds to aid in construction, now decided that it was a risky venture, and promptly withdrew their bonds. Phillips had played fast and loose with the confidence of the good people of Wisconsin and henceforth became a business pariah; a lone wolf in the completion of the road building contract. Despite his mightiest efforts, Phillips could not muster an organization capable of putting the line through from Mile Post 101 to Penokee Gap. He was bottled up in the backwood where verbal commands and threats failed to impress the standing pines and rocky ledges.

Stagnation resulted, and for two and one-half years the 57-mile gap between rail ends remained a combination foot-path and wagon trail, and a horrendous nightmare to Phillips and Colby.

Miles of road built—April 1873 to October 1875:

Section 53 (Colby) to Mile Post 101 (Worcester)	50 miles
White River to Penokee Gap	23 miles

During the period 1873-1875, a final survey was made and the right-of-way approved from Portage City to Stevens Point. The right-of-way of the Portage Branch, as it has always been known, was easy going over flat, level country through an extensive sand belt. As the problems of road building in this section were elementary in character, the Branch line was an ideal location for the education of Phillips & Colby in the actual work of railroad construction. It was a simple matter for Phillips to scrape up sand embankments through Portage and Waushara Counties; to make a sand fill across the corner of Buena Vista Marsh. On October 15, 1875, construction of the Portage division was begun at Stevens Point, and before winter closed in on them, Phillips & Colby had placed the 54-pound iron rails to Hancock, 27 miles south of Stevens Point. In the spring of 1876 construction was resumed at Hancock southward, and on October 13, 1876, the line was completed to Portage City, 71 miles directly south of Stevens Point.

The 1876 report of the State Railroad Commissioner shows the Portage Branch line completed in 1876 from Stevens Point to Corning. Succeeding reports make no mention of Corning and it is assumed that the name was used to indicate the end of track near Portage City until rail connection could be established at Portage City with the Chicago, Milwaukee, and St. Paul Railway.

The Wisconsin State R.R. Commission was organized in May 1874. Following are the first reports by Phillips & Colby for the Wisconsin Central.

WISCONSIN CENTRAL RAILROAD COMPANY
FIRST ANNUAL REPORT

PRESENT CASH VALUATION

Milwaukee, Wis., Dec. 15, 1874.

TO THE BOARD OF RAILROAD COMMISSIONERS, MADISON:

Gentlemen: Enclosed please find report as requested. I regret the delay, but its preparation required more time than I supposed.

To estimate "actual present value" of the property of the Wisconsin Central Railroad Company, is impossible, if it means market value. Ties in the ground, masonry in culverts, etc., have no market value. Supposing the commissioners to desire our estimate of the present worth of this property to us, as representing the cash cost paid up to present time for the incomplete road and equipment which is all in the possession of the Phillips & Colby Construction Company, the company has classified the items by estimating, as far as was possible. How much more or less than this estimate the property is worth to the company, depends greatly upon the settlement yet to be made in a wilderness, and the possibility of raising money to finish the railroad, and the course of legislation about railroads in Wisconsin. The construction accounts being yet open, and the enterprise incomplete, it is not possible to make any definite return to these inquiries.

Yours very respectfully,
CHAS. L. COLBY,
Vice President

CONSTRUCTION OF WISCONSIN CENTRAL R. R. LINE

Not including Milwaukee and Northern Ry.	
clearing and grubbing	\$ 280,571.66
Land for depots, stations, etc.	33,689.11
Grading	1,419,535.00
Masonry	
Bridging, as per schedule	601,308.16
Ties	244,809.91
Iron rail	2,281,113.65
Steel rail	
Chairs, spikes, fish-bars, frogs, etc.	
Laying track	137,848.40
Ballast	159,036.66
Freight stations and fixtures	104,908.63
Machine shops and engine houses	
Machinery and tools in shops	9,077.33
Docks, etc.	82,351.67
Water stations	44,711.78
Fencing	44,614.20
Telegraph line	15,109.44
Train, station and track outfit	13,875.00
Engineering expenses before and during construction	205,447.33*
Salaries of officers, clerks and agent, rents and expenses essential during construction	303,095.50*
Incidental expenses	77,148.16
Total cash valuation of equipment	613,232.26
Grand total cash value of line equipped ..	\$6,671,483.82

*Note items of officers' salaries and engineering expense totals \$506,542, or \$2,616 per mile. Other Wisconsin railroads were charged \$250 to \$350 per mile for roads built in similar areas.

REPORT OF PHILLIPS & COLBY CONSTRUCTION CO.

JUNE 1874-JUNE 1875

OFFICERS

E. B. Phillips	President
Henry Pratt	Secretary
L. S. Dixon	Solicitor
Chas. L. Colby	Treasurer
Henry Pratt	General Ticket Agent
J. E. Follett	General Freight Agent
Henry Pratt	Auditor

DIRECTORS

E. B. Phillips	Henry Pratt	C. L. Colby
Capital Stock		\$200,000.00
Stock subscribed and paid in cash		200,000.00

ORIGINAL COST AND PRESENT ESTIMATED VALUE
OF THE WISCONSIN CENTRAL RAILWAY

Property and expense	\$6,445,107.99
Locomotives, cars and equipment	646,055.81
Grand total value of line	\$7,091,163.80

Locomotives	24 (leased 9 from the M. & N.)
Snow plows	1
Passenger cars, first class	15
Baggage, Mail, Express cars	9
Freight cars (closed)	270
Platform cars	278
Hand cars	41

CHARACTERISTICS OF ROAD

Length of line Menasha to Worcester	164 miles
Length of line Ashland to Penokee	30 miles
Length of line Sidings and Spurs	21 miles
Leased line Milwaukee & Northern Railway	129 miles
Aggregate length of tracks earning revenue	294 miles
Weight of iron rail per yard	57 pounds

EMPLOYEES

CHARACTER OF SERVICE

	Number employed	Average yearly salary
Clerks	17	\$870
Master mechanics and assts.	50	660
Conductors	17	876
Engineers	19	950
Firemen	19	550
Brakemen	43	540
Flagmen, wipers, and watchmen	20	525
Station agents and labor	70	500
Section men	146	432

MILEAGE AND TONNAGE

Miles run by passenger trains	140,329
Miles run by freight and mixed trains	295,874
Miles run by construction and other trains	115,210
Mileage—total	551,413
Number of passengers carried	143,023
Tons of freight carried one mile	14,730,688
Highest rate of speed allowed for passenger and mail trains	25 M.P.H.
Schedule of same including stops	22 M.P.H.
Highest rate of speed allowed for freight trains	12 M.P.H.
Schedule of same including stops	9 M.P.H.
Amount of freight carried per car	10-15 tons
Amount of freight carried per train	250-300 tons
Total freight tonnage	176,380 tons

YEARLY INCOME FROM ALL SOURCES, JULY 1874-JULY 1875

Passenger income	\$178,569.93
Freight income	377,644.09
Mails income	19,641.71
Express income	4,675.45
Other sources income	10,223.14

Grand Total Income\$590,754.32

Earnings per mile of road	\$2,009.37
Earnings per mile of road on freight	1,284.50
Average gross earnings per mile (294 miles)	2,009.37
Average net earnings per mile (294 miles)	807.56

CURRENT AND OPERATING EXPENSES

Repairs, maintenance of way, bridges, fences	\$ 84,168.74
Maintenance buildings	2,641.75
Maintenance locomotives and rolling stock	50,155.98
Conducting transportation and general expenses	213,110.74
Insurance	3,255.56
Grand total expenses	\$353,332.77

REPORT ON LEASED LINE AND TRACK PRIVILEGES

Lease or privilege of other roads whose earnings are included in this report:

To Milwaukee & Northern R.R., and C.M.&St. Paul R.R.	\$137,654.85
Current operating expenses being 59% of earnings.	
Average operating expenses, per mile of road	1,201.81
Excess of earnings over operating and current expenses	237,421.55
Cost of track maintenance and current expense	per mile run .156
Cost of repairs to locomotives	per mile run .036
Cost of engineers and firemen	per mile run .055
Cost of oil and waste	per mile run .01
Cost of fuel	per mile run .085

Safety regulations governing employees.

Trains stop 400 feet from all railroad crossings.

Bell is rung before reaching grade crossings.

Millers coupler and platform used on all passenger cars.

Hand brakes used on all passenger cars.

U. S. MAIL COMPENSATION

Milwaukee to Green Bay and Menasha	\$83 per mile
Menasha to Stevens Point	70 per mile
Stevens Point to Colby	40 per mile

American Express Co. exclusive on the Wisconsin Central

SLEEPING CARS

Operating Wisconsin Central owned sleeping cars—

Rates—\$1.50 per berth in addition to regular fare.

LEASED LINE AND TRACK PRIVILEGES

Milwaukee & Northern Railway	129 miles
paying 40% of gross earnings.	
Use of track of the Chicago, Milwaukee, and St. Paul Railway from Milwaukee to Schwartzburg (9 miles) and depot and yard facilities—	
paying 75% of gross earnings.	

Amount paid as damages on account live stock killed

\$2,063.20

Amount paid as damages by fire from locomotives

None

as of

July 1st 1875

By E. B. PHILLIPS, Pres.

GEORGE H. NOYES, Notary Public

Directors and officers elected at the annual meeting December 31, 1873:

DIRECTORS

Gardner Colby, Boston.
 Samuel Gould, Boston.
 A. J. Berryon, Boston.
 W. T. Glidden, Boston.
 Edwin H. Abbot, Boston.
 Charles L. Colby, Boston—Office Milwaukee.
 George Reed, Menasha.
 Matt Wadleigh, Stevens Point.
 Elijah B. Phillips, Chicago.

OFFICERS

Gardner Colby, President.
 Charles L. Colby, Vice-President
 Edwin H. Abbot, Secretary-Treasurer
 Elijah B. Phillips, General Manager
 C. Harris, General Superintendent
 Gavin Campbell, Asst. Supt. and Master Mechanic

It will be noted that Curtis Reed of Menasha and E. G. Roberts have been dropped from the Board of Directors, the action denoting the beginning of the elimination of local Wisconsin men from positions of influence.

Note also the election of Edwin Hale Abbot, a brilliant young attorney from Boston and a newcomer in the organization, who becomes President within a few years.

Capital stock paid in by individual subscription and from towns and counties now reported to be \$2,500,000. The funded debt; first mortgage land grant sinking funds due 1901 at 7% in amount \$1,500,000, at the rate of \$25,000 per mile.

One year was consumed in building the 71 easy miles of the Portage Branch, yet the experience was timely and valuable to Phillips and Colby Construction Company as it afforded them an opportunity to collect and organize forces with which to tackle the big job up north in the Penokee Gap region.

The purpose of the Wisconsin Central in building the Portage Branch was to obtain, temporarily, an auxiliary outlet to the city of Milwaukee via the C.M.&St.P. As will be seen in later developments, the owners of the Wisconsin Central entertained a plan of expansion involving the continuation of the line from Portage City southeastward to Burlington, thence south to Chicago. Thus, the line from Ashland to Chicago would be shortened by about 35 miles. This plan of extension from Portage City was revived periodically but never carried forward.

The road was seriously handicapped in the lack of a company-owned terminal in Milwaukee. The line of the leased Milwaukee and Northern Railway carried the Wisconsin Central load to Schwartzburg only, a

point 9 miles north of Milwaukee. From Schwartzburg to Milwaukee trackage rights over the C.M.&St.P. were in effect. From 1873 to date the Wisconsin Central has been dependent upon the C.M.&St.P. for trackage and terminal facilities in Milwaukee. In fact, the W.C. and the C.M.&St.P. were so closely linked by trackage rights and other mutual interests, that the C.M.&St.P. transportation rules, whistle, and train signals and time regulations were used as standard by the W.C. until the latter built its own line to Chicago in 1886. To outward appearances, a most amicable, peaceable and thoroughly satisfactory relationship existed between the two railroads. It is interesting to note, in various old records, the gracious tolerance displayed by the older road in the promotion of mutually valuable subjects, and doubly interesting to observe the haughty superiority of the mighty "Milwaukee," lording it over the young "Central" in matters of keen competition. Despite the many wordy conflicts, brawls, and actual pitched battles, it is freely acknowledged that the "Milwaukee" was a fair, friendly enemy and a considerate neighbor in the 70's and 80's, providing many helps and conveniences without which the Wisconsin Central might have failed to carry its own proud insignia for 38 years.

CHIPPEWA FALLS & WESTERN

We may digress, for the moment, from the annals of the Wisconsin Central to consider another railroad property which occupies an interesting niche in the general scheme of the "Central."

In 1873 a group of Chippewa Falls and Eau Claire business men under charter incorporated the Chippewa Falls & Western Railway, and built a line 9.71 miles long extending from the village of Eau Claire in a northeasterly direction to a point called Omaha Junction, near the village of Chippewa Falls. The line was placed in operation early in 1874. In 1884 the C.F.&W. R.R. had acquired an additional 3.67 miles of line extending from Chippewa Junction to Omaha Junction, and sold a half interest in 1.62 miles to the C.M.&St.P. R.R. In 1884, the C.F.&W. R.R. was sold to the Minnesota, St. Croix & Wisconsin Railway, one of the constituents of the Wisconsin Central, and from that year has been operated by the "Central" with certain trackage rights extended to the "Milwaukee" road.

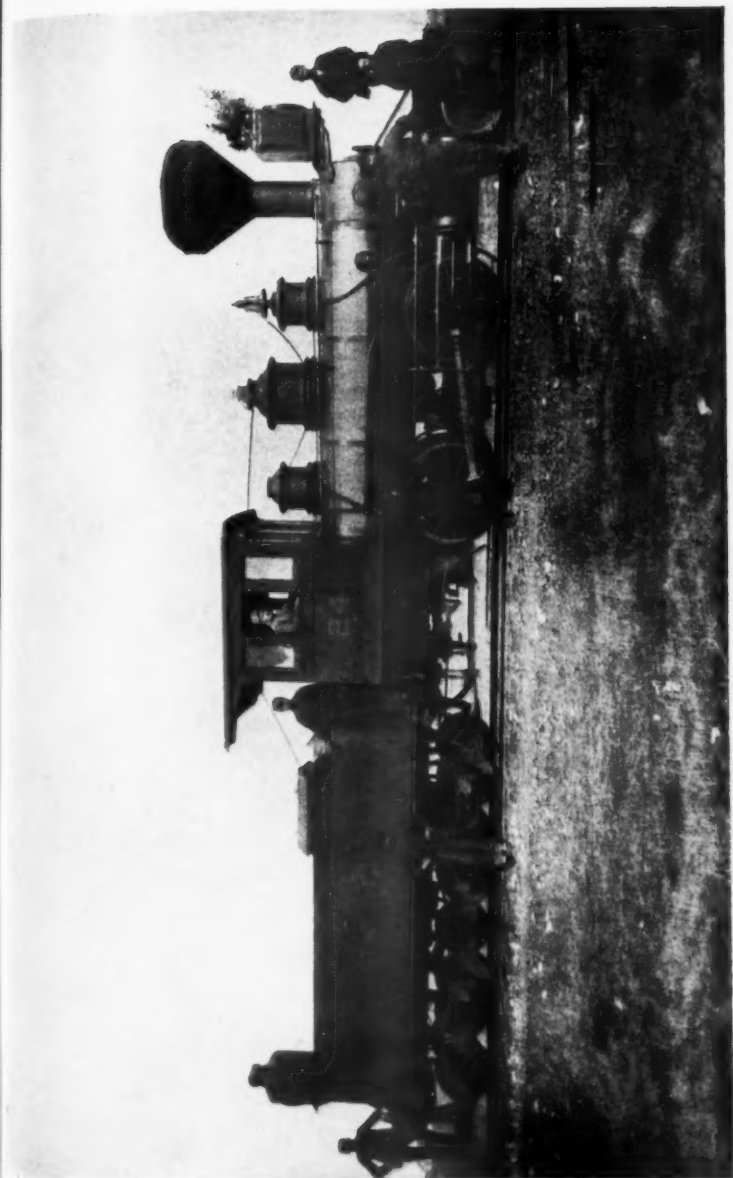
The old C.F.&W. R.R. occupied a strategic position as a transfer line, and during the first ten years of its career was operated under the domination of the North Wisconsin Railway and the West Wisconsin Railway, both of which became a part of the "Omaha"—C.&N.W. system. The records indicate that the C.F.&W. owned one locomotive, one passenger car, and four freight cars. Although the history of the one locomotive is not entirely clear, it is quite evident that it passed to the Wisconsin Cen-

WISCONSIN CENTRAL R. R.											
Mile	Exs.	Pas.	Mile	December 3, 1876.	Pop'n	Exs.	Pas.	Pas.			
P. M.	P. M.	A. M.			LEAVE	ARRIVE			NO.	A. M.	P. M.
3:30	4:10	4:30	0	Milwaukee ¹	110000	12:00	3:00	7:30			
5:50	6:10	3:00	23	Cedarburg	2557	9:38	1:25	4:50			
6:14	6:28	3:09	25	Grafton	1864	9:22	1:15	4:20			
7:14	7:28	3:43	30	Fredonia	1083	8:13	12:37	2:55			
9:17	9:31	4:48	55	Plymouth ²	2280	5:58	11:28	11:55			
10:42	10:56	5:30	68	Kiel	800	4:17	10:42	10:40			
11:06	11:20	5:41	72	New Holstein	1813	3:54	10:30	10:00			
12:50	1:04	6:35	86	Hilbert	205	2:05	9:40	8:15			
	8:10	7:28	92	Greenleaf	300	2:20	8:32				
	8:40	8:15	104	De Pere ⁴	1372	1:15	8:00				
	8:55	8:35	113	Green Bay ⁵	15,000	12:45	7:45				
2:45	3:10	7:45	102	Menasha ¹	2484	12:25	8:45	5:45			
5:30	P. M.	9:24	129	Weyauwega	1243	8:52	6:59	A. M.			
6:24		9:45	137	Waupaca	2042	8:06	6:34				
7:15		10:24	150	Amherst	982	6:30	5:57				
7:55		10:28	151	Amherst Junction		6:20	5:52				
9:25		11:10	165	Stevens' Point	1810	4:40	5:10				
11:15		12:20	176	Junction City	50	2:38	4:10				
4:03		2:37	216	Colby	250	9:58	1:28				
		3:00		Butternut Creek	40	7:00					
P. M.	P. M.	P. M.			ARRIVE	LEAVE			A. M.	A. M.	

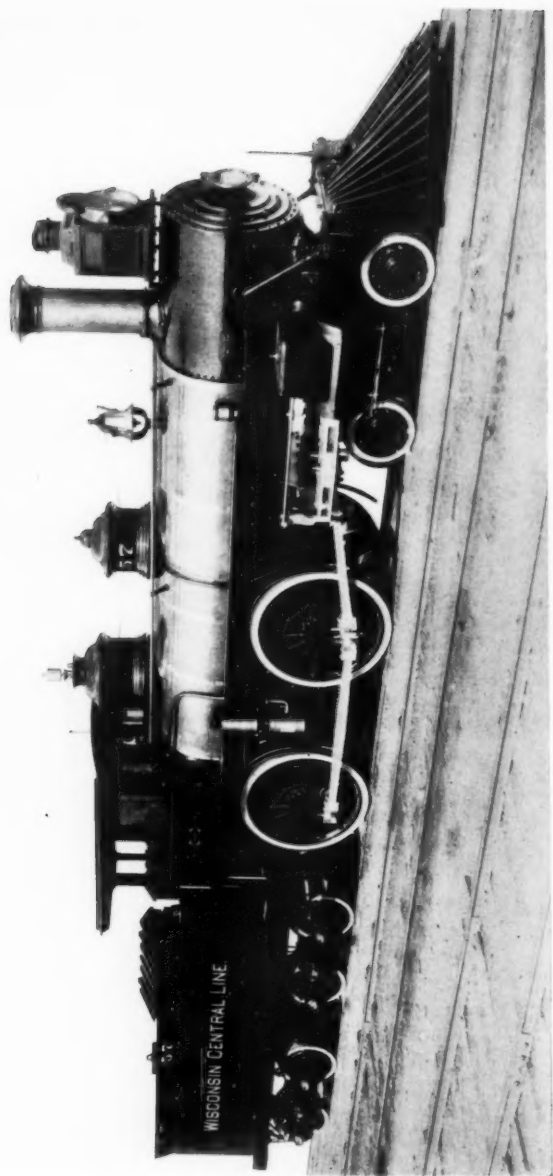
Mixed Train—Leaves Milwaukee for Green Bay and Menasha 5:45 a.m. Leave Menasha for Milwaukee 7:25 a.m. Leave Stevens' Point for Portage 11:35 a.m., 5:00 p.m. Returning, leave Portage 7:30, 9:30 a.m.

CONNECTIONS.—¹ With Chicago, Milwaukee & St. Paul; Chicago & North-western, and Western Union R. Rs. ² Sheboygan & Fond du Lac R.R. ³ Chicago & North-western R. W. ⁴ Green Bay & Minnesota R.W. ⁵ Chicago & North-western R.W. ⁶ With Wisconsin Valley R. R.

TIME TABLE FROM THE OFFICIAL GUIDE, 1876. During the M.&N. lease while the Wisconsin Central was still stalled in the woods south of Ashland. It had progressed 32 miles beyond Worcester where construction had halted in 1873.



FIRST SWITCH ENGINE ON THE WISCONSIN CENTRAL. Built by Baldwin in 1882, it was used in yard service in Menasha and Neenah for many years. The only 2-4-0 of its type, it was known as the "MONGREL," having eccentrics on the front driving axle with blades and links toward the rear. The only 2-4-0 she weighed but 52,000 pounds, 50" drivers, 15 x 24 cyls. The lightest new engine the W.C. ever acquired; big Bill Mossman (6'4", weight about 300 lb.), her engineer for years, used to brag that when she got "ornery" and "stumbled down" on the ties, he would spank her with the shaker-bar, then lift her gently back on the rails without help.



MCQUEENS AGAIN APPEAR ON THE ROSTER. A second order (50-58) was delivered by Schenectady in 1894. 40 tons, 63" drivers, 17 x 24 cyls. First to come equipped with late equipment such as Nathan lifting injectors, compressed paper center truck wheels, Nathan Dreyfus glass cage and caps. Sturdy performers in passenger and freight service these McQueens outlived their usefulness after 30 years and were scrapped about 1918.

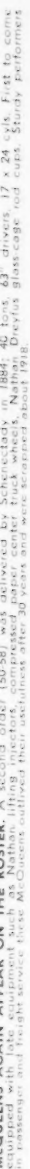
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Chapter 6

Mile Post 101

TO RETURN to the chronicle of the Wisconsin Central proper; in the foregoing notes we have seen Phillips & Colby complete the Portage Branch line in 1876.

On July 26, 1876, Phillips & Colby resumed construction at Mile Post 101 (now Worcester) continuing northward. By the end of the year—December 8—they had the iron down and wheels rolling to Butternut Creek, a distance of 32 miles, which completed an unbroken stretch of 194 miles of finished railroad from Menasha. This 32-mile section from Mile Post 101 to Butternut Creek plainly reflected bold inefficiency and appalling lack of knowledge in railroad building.

It was here that Phillips earned the sobriquet "The Bogus Prince" and the bitter raw-hiding from the press. This last piece of road might be termed a travesty; a poor imitation of stable, solid construction; short on ballast, cross ties and spikes, and so obviously unsound that the lightest engines only could be used. This was true over much of the 57-mile gap left unfinished in 1873-74 when Phillips & Colby Company cut loose from competent road building contractors and elected to execute the work themselves. For many years the traffic was handled over that section of road by the oldest and lightest locomotives, the heaviest of which were the No. 108-128 class Baldwin moguls weighing 105,000 pounds.

Summary of Miles of track built during 1876:

Worcester to Butternut Creek	32 miles
Penokee to Chippewa Crossing	15 miles
Hancock to Portage	43 miles
Total	90 miles

Financial report of 1876 indicates that the company now has first mortgage 7% land grant bonds due 1901 in the amount of \$5,751,500.

Further north at the Penokee Gap location, Capt. W. W. Rich, Superintendent of the Ashland-Penokee isolated division, was making preparations to push southward from Penokee Gap to meet the northbound Phillips crews. Accordingly, Capt. Rich commenced construction at the "Gap" October 2, 1876, moving southward, and cut his way through 15 miles of timber in about 60 days to a point known as Chippewa Crossing (later named Glidden). The iron was in place and ready for service on November 26, 1876.

Incidentally, Chippewa Crossing was so named by early surveyors and timber cruisers to indicate a point on a Chippewa Indian trail and canoe portage en route west to the Mississippi River. After 1878 the name was changed to Glidden in honor of a prominent lumberman of that name.

In preceding pages it is observed that at the end of 1876 the unfinished gap between rail ends had been reduced to a section about 10 miles in length, Butternut Creek to Chippewa Crossing.

On May 19, 1877, Phillips & Colby resumed construction at Butternut Creek northward, and on June 2, the north and south divisions met and were joined at Section 144, near Chippewa Crossing. The last spike driven, the original Wisconsin Central project, after six years of discouragement and hardship, became a firm reality.

Fourteen days later, June 16, 1877, the first through trains were placed in service, establishing uninterrupted rail transportation between Ashland and Milwaukee without change of cars or transfer. (Wisconsin Central from Ashland to Menasha; Milwaukee and Northern Railway from Menasha to Milwaukee. The Wisconsin Central freight and passenger load turned over to the C.M.&St.P. at Milwaukee for Chicago delivery.)

At the Ashland end of the line, telegraph wires had been strung along the right-of-way, and with the arrival of the railroad, Ashland for the first time, enjoyed direct rail and wire communication with the outside world. Now, with its new railroad, the telegraph line and the palatial Chequamegon Hotel, Ashland promptly stepped into a position of importance as a shipping point, lumbering center, and summer resort.

As stated in previous notes, the country through which the Wisconsin Central was built, in the 70's between Stevens Point and Ashland, was unsettled and entirely devoid of organized civil activity; a territory in which the Indians held sway, and pioneer surveyors marked Government boundaries and blazed trees for future private enterprise.

Significant of railroad influence in rapid development of an unpopulated wilderness, the Wisconsin Central here enacted that stirring old drama, "Civilization follows the Rails," and with the advent of side-tracks, water-tanks, and wood-piles, the tank-towns and lumber-camps came into being on the spot.

Between 1872 and 1879, on the 187-mile stretch between Ashland and Stevens Point, thirty-one villages had been organized and named. From Ashland, in south-bound sequence, are listed the stations as originally named; White River, Marengo, Silver Creek (now High Bridge), Penokee Gap (now extinct), Bad River (now Morse), Chippewa Crossing (now Glidden), Butternut Creek (now Butternut), Flambeau Station (now Park Falls), Fifield, Wauboo (now Holy Cross), Phillips, Worcester, Malden (now Prentice Jct.), Dedham (now Ogema), Charlestown (now Westboro),

Chelsea, Whittlesey, Medford, Stetsonville, Dorchester, Abbotsford, Colby, Unity, Spencer, Mannville, Marshfield, Hewitt, Auburndale, Sherry, Mill Creek (now Milladore), Junction City (originally Wisconsin Valley Jct.).

The first eight names are of local origin. Fifield was named for S. S. Fifield, Lieutenant Governor and Senator; Wauboo of Indian origin; Phillips, Abbotsford, Colby and Glidden after W.C. promoters and officials; Stetsonville, Hewitt and Sherry were named for influential lumbermen. Whittlesey took its name from Aseph Whittlesey, founder of Ashland and one time legislator. The remaining stations in the list show the eastern influence being named for cities in Massachusetts.

When the Penokee Branch was ready for service in 1888, the junction of the branch and main line was called Mellen after Wm. S. Mellen, General Manager.

Number of miles of road built in 1877:

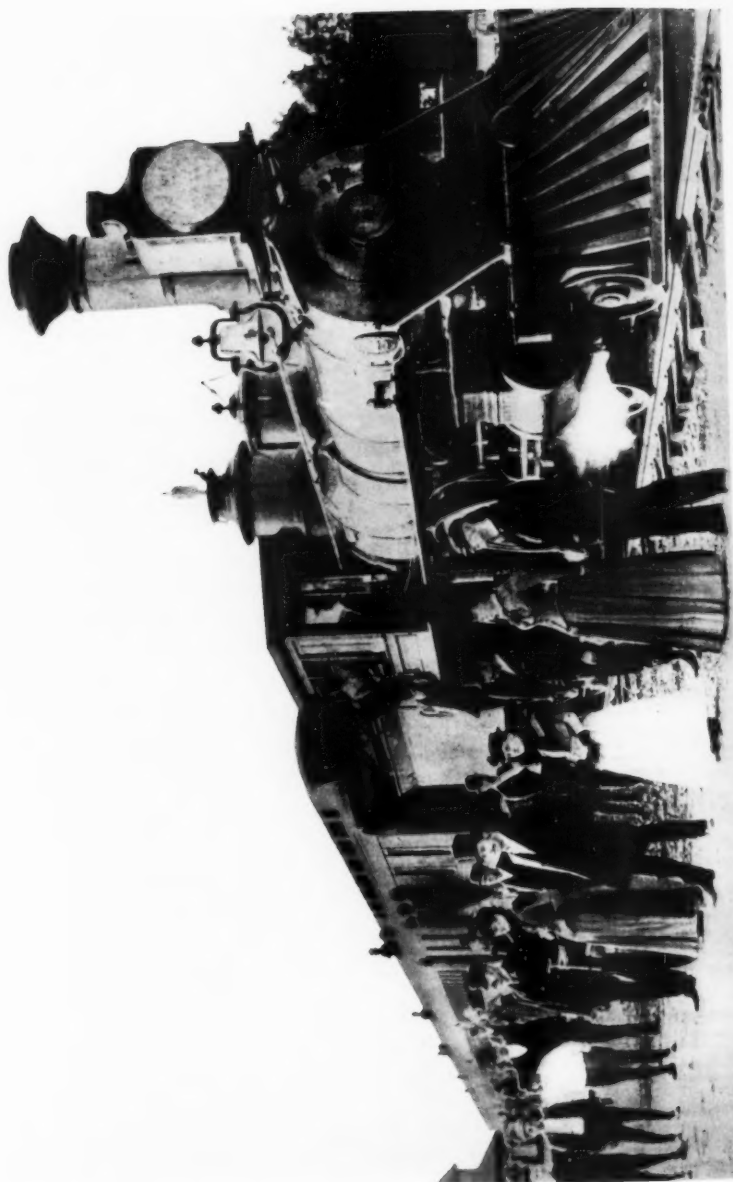
Butternut Creek to Chippewa Crossing10 miles

The last link in the original Wisconsin Central project, Menasha to Ashland. After the line was completed between Menasha and Ashland in 1877, the first division point south of Ashland was located at Phillips, until about 1880, at Ogema from '80 to about '83, at Chelsea from '83 to '86, thereafter at Abbotsford





FIRST TRAIN INTO DE PERE, WIS., MILWAUKEE & NORTHERN RY., 1873. Engine thought to be Milwaukee & Northern No. 1, "Cedarburg," Baldwin 2578—built 1871—16" x 24"—62" drivers, 45,300 pounds on drivers—weight without tender, 70,650 pounds (note wood fuel on tender). Became Wisconsin Central No. 16 under lease 1873—retained No. 16 on Milwaukee and Northern—became C.M.&St.P. No. 916, 2/1895, renumbered 1276, 3/1899—No. 1442, 7/1910—scrapped 6/9/1913.



A MILWAUKEE & NORTHERN TRAIN ARRIVING AT ELKHART LAKE IN 1887. This popular resort attracted many visitors and the arrival of a train was a great event. The train was a Milwaukee & Northern, No. 311, and the locomotive was a 2-6-0, built by the Milwaukee Road in 1887. The train was carrying a large number of passengers, and the arrival of the train was a great event for the resort. The train was a Milwaukee & Northern, No. 311, and the locomotive was a 2-6-0, built by the Milwaukee Road in 1887.

Chapter 7

The Milwaukee & Northern

IT WILL be of interest, at this juncture, to review the relationship existing 1873-1882 between the Wisconsin Central and the Milwaukee & Northern Railway.

The Milwaukee & Northern was built during the years 1871-1873 from Schwartzburg (9 miles north of Milwaukee) to Green Bay, a distance of 104 miles, with a branch line extending west from Hilbert Junction to Menasha, 15 miles.

On November 30, 1873, the Wisconsin Central leased the Milwaukee & Northern for 99 years, an ideal arrangement with every appearance of permanency and success. The prime purpose of the lease was to provide the Wisconsin Central with trackage from Menasha southward with entry into the city of Milwaukee where terminal facilities were made available by the Chicago, Milwaukee, & St. Paul Railway.

The Milwaukee & Northern lease specified a rental of 40% of gross earnings, the lessee to pay 8% interest on lessor bonds, and all taxes; the Wisconsin Central to maintain lessor road in good repair; the Milwaukee & Northern to pay for their own permanent improvements, in event of repossession by lapse of lease.

After November 30, 1873, and until July 1882, the Wisconsin Central operated their regular passenger trains from the "end of track" and northern terminal to Menasha, thence over the Milwaukee & Northern to Schwartzburg, thence into Milwaukee over the C.M.&St.P. The Wisconsin Central freight load was turned over to the Milwaukee & Northern at Menasha for handling by M.&N. power and crews. The Milwaukee & Northern train and engine crews were confined to their own rails in all types of service, while the Wisconsin Central passenger engines, car equipment, and crews operated over both roads.

On July 12, 1879, the Menasha & Appleton R.R. Co. was incorporated, chartered to build a short line 4.7 miles in length between the towns of Menasha and Appleton. Construction was begun in the fall of 1879, completed in March 1880, and the property was immediately leased to the Wisconsin Central.

Through this lease, the Central proposed to handle freight and passenger traffic to and from the Milwaukee, Lake Shore and Western R.R. at Appleton. The Menasha & Appleton R.R. was sold to the Milwaukee & Northern R.R. Co., July 10, 1880, both remaining under control of the Central until the leases were terminated July 31, 1882.

Apparently, the Menasha & Appleton R.R. was a joint product of the Central and the Milw. & Nor.; the latter financed and built it—the Central shrewdly engineered the project and adroitly permitted the Milwaukee & Northern to foot the bill.

The Menasha and Appleton short line was a busy piece of track during 1880-1882. The Central operated twelve passenger trains daily between the towns, and put into service the Appleton-Chicago sleeper which was handled between Chicago and Milwaukee by the C.M.&St.P.

For a few years after 1882, the Central continued to use the M.&A. spur under trackage agreement in the movement of industrial and commercial freight only.

The long-term lease of the Milwaukee & Northern was officially terminated July 31, 1880, and replaced by an indefinite term lease arrangement whereby the Wisconsin Central could withdraw upon 30 days notice.

The latter operating agreement remained in effect from July 31, 1880, until July 31, 1882, during which time the W.C. operated the Milwaukee & Northern under the same terms and conditions as in the original lease.

In July 1882 the Milwaukee & Northern was returned, in its entirety, to its owners.

The termination of the Milwaukee & Northern lease brought to an end a pleasant partnership of nine years standing and it was not until 1896, fourteen years later, that the Central again used the Menasha-Hilbert Junction branch.

In the meantime, the Milwaukee & Northern passed into the ownership of the C.M.&St.P.

In 1896 the Central obtained trackage rights over the Menasha-Hilbert Junction section and on July 1, 1899, purchased from the C.M.&St.P. a one-half interest in the branch.

This completed the Central's Manitowoc Extension and since 1899 the Hilbert Junction-Menasha section has been owned and operated jointly by the W.C., Soo and C.M.&St.P.

Under the old lease, harmonious relations and friendliest spirit of co-operation existed between the Wisconsin Central and the Milwaukee & Northern. Good-natured banter and raillery flew back and forth between engine and train crews of both roads concerning the speed and performance of their respective engines and trains. The Milwaukee & Northern road was nicknamed the "Wooden Shoe," while the Wisconsin Central was called the "Whiskey Central." "Wooden Shoe" and "Whiskey Central" stuck with the men for many years—long after the partnership was dissolved and the roads had gone their own ways.

At the time the lease became effective in 1873 the Wisconsin Central owned 15 Baldwin engines, numbered 1 to 15 inclusive. The Milwaukee

& Northern owned 9 engines, numbered 1 to 9 inclusive. When the W.C. took charge, the Milwaukee & Northern locomotives were renumbered W.C. 16 to 24 inclusive, to conform to the W.C. numbering schedule. (See M.&N. locomotive list in succeeding pages.) The Milwaukee & Northern locomotives were used for the most part on their own rails except engines No. 2 and 3 (renumbered W.C. 17 and 18), which remained in Wisconsin Central passenger service until 1882 when they went back home to the M.&N.

A report dated June 1880 indicates that the Milwaukee and Northern derives the greater part of its tonnage and revenue from the Wisconsin Central—

Gross earnings per mile, Wisconsin Central—\$1,351.00.

Gross earnings per mile, Milwaukee & Northern—\$2,961.00.

Total mileage of the Milwaukee & Northern Railroad as operated under lease by the Wisconsin Central during 1873-1882:

North Milwaukee to Green Bay	104 miles
Hilbert Junction to Menasha	15 miles
1880-1882 Menasha to Appleton	4.7 miles
Total	123.7 miles



Chapter 8

Exit Phillips & Colby

THE YEAR 1877 marked the beginning of the end of Phillips & Colby Construction Company. Before relinquishing their hold on the property, they demanded full settlement from the stockholders. Phillips & Colby had executed their contract in a manner open to question, nevertheless their legal status in the matter was secure.

Unable to discharge their obligations in full, the stockholders were compelled by court order and injunction to observe the prior contract rights of Phillips & Colby in control and management of the road.

At the 1877 meeting of Directors and Stockholders, Elijah B. Phillips was retained as Managing Director, all other Directors retaining their respective positions. Gavin Campbell, Master Mechanic since 1871, was elevated to the position of Superintendent to function in both departments. H. M. Riddell was appointed General Freight Agent. Andrew Fenwick remained as Mechanical Superintendent of Shops and equipment. The traffic arrangement with the C.M.&St.P. (to handle W.C. traffic from Milwaukee to Chicago) to continue indefinitely. Ed. Bacon was appointed Superintendent of the Milwaukee & Northern Division.

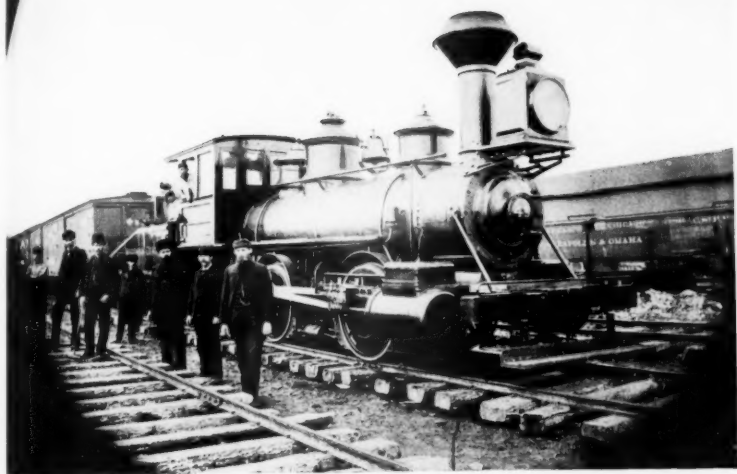
During the year the stockholders were successful in making financial arrangements to expel the Phillips and Colby regime. On December 17, 1877, the Phillips & Colby Construction Company ceased to function in any capacity. Suddenly it died; and the end came painlessly to all friends of the W.C. The Phillips & Colby Construction Company was extinct, defunct, and dead—deader than a door nail, never to stir again; although its ghost lingered along the W.C. rails for many years to haunt succeeding managers in their honest efforts to lift the road into prosperous levels.

E. B. Phillips continued as General Manager through 1878 when the stockholders "shoved him in on the transfer track and pulled the pin."

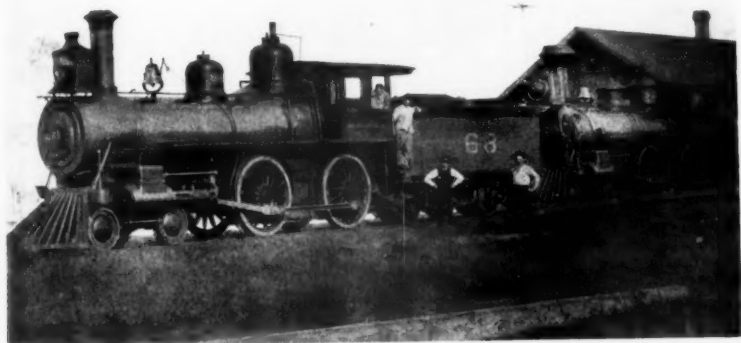
During 1878 Gardner Colby resigned as President, and Chas. L. Colby, his son, was elected to fill the position. Despite large increases in freight and passenger revenues, the road continued to struggle under the staggering financial load imposed by Phillips management.

On January 4, 1879, John A. Stewart and Edwin H. Abbot were appointed Trustees to take possession of the road as a protection to stockholders' interests.

Gavin Campbell was retained as Superintendent of transportation and Master Mechanic. C. F. Dutton was made Superintendent of the Milwaukee & Northern Railway with offices at Milwaukee.



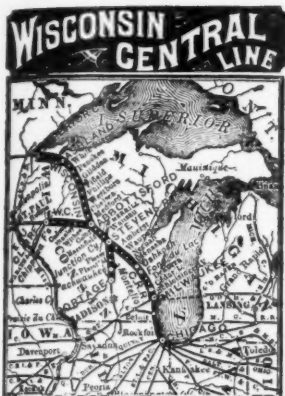
THE WISCONSIN CENTRAL REACHES ST. PAUL, 1885. Engine No. 49, new Baldwin switcher, has evidently been assisting in the construction. On extreme left is Gustave Spindler, later passenger car service man at Stevens Point.



WAITING FOR ORDERS, WEYAUWEGA, 1885. Breaking in the new Schenectady No. 68 as double-header on the way freight with Engine No. 52. Engineer Geo. W. Martin, fireman Herman Krueger on Engine No. 68. Schenectady locomotives always called "McQueens" on the Central.



FIRST WISCONSIN CENTRAL TRAIN TO ENTER CHICAGO, JULY 26, 1886. Composed of twenty cars, this trainload of lumber was shipped by the Antigo Lumber Co. from some mill on the line. Note the unfinished roadbed, the proud Manchester built "A" type locomotive, and the appearance of the W.C. shield sign again afterwards used so generally on equipment and advertising on the side of the loads which must have been one of the first appearances of the W.C. shield sign again afterwards used so generally on equipment and advertising.



3 TRAINS! EACH WAY DAILY

—BETWEEN—
**MENASHA,
NEENAH AND MILWAUKEE,**

—VIA—
OSHKOSH AND FOND DU LAC,

—WITH—
PARLOR CARS

—THROUGH TO—
CHICAGO,
via Milwaukee, without change, on Day Trains.

New and Elegant Sleepers

of night runs. There are two sleepers attached to each train. One from STEVENS POINT to CHICAGO and the other from NEENAH to MILWAUKEE.

2 TRAINS! EACH WAY DAILY

—BETWEEN—
MILWAUKEE AND EAU CLAIRE

—TO—
THROUGH COACHES

**Chippewa Falls,
Eau Claire, Hudson
and St. Paul.**

THE DIRECT LINE, via JUNCTION CITY, to

Wausau & Merrill.

1 A DAILY TRAIN, Without Change,

—BETWEEN—
ASHLAND AND MILWAUKEE.

F. N. FINNEY, JAS. BARKER,
Gen'l Manager, Milwaukee. Gen'l Pass. Agent, Milwaukee.

Traveling

SUMMER or WINTER

In either direction between
CHICAGO, WAUKESHA, MILWAUKEE

—AND—
**ST. PAUL, MINNEAPOLIS,
THE NORTHWEST,**

—OVER—



Will contribute to your happiness.

4 TRAINS EACH WAY DAILY
—BETWEEN—
CHICAGO AND WAUKESHA
3 TRAINS EACH WAY DAILY
—BETWEEN—

Chicago, Milwaukee
—AND—

**Fond du Lac, Oshkosh,
Chippewa Falls, Eau Claire**
2 TRAINS EACH WAY DAILY
—BETWEEN—
CHICAGO AND MILWAUKEE,

—AND—
ST. PAUL AND MINNEAPOLIS.

1 TRAIN EACH WAY DAILY
—BETWEEN—

Chicago and Milwaukee,
—AND—
Ashland, Lake Superior.

Palace Dining Cars

On all through trains, in which meals are served at the uniform price of 75 cents.

Palace Chair Cars

On all day trains, with polite and attentive porters.

Palace Sleeping Cars

Unrivalled by any in the world, on all night trains.

The Only Fast Fine making all the connections of the Northern Pacific R'd, St. Paul, Minneapolis & Manitoba R'y and St. Paul & Duluth R'd.

F. N. FINNEY, W. S. MELLE,
Managing Director. Gen'l Manager.
JAMES BARKER,
General Passenger and Ticket Agent,
MILWAUKEE, WIS.

NEWSPAPERS ADVERTISE WISCONSIN CENTRAL SERVICE. The left column published in 1883 described the trains and equipment before the line had reached Chicago or St. Paul. When the right column was published in 1886 the main line had been completed.

*** TIME TABLE IN EFFECT DECEMBER 19TH, 1910.**

GOING NORTH AND WEST.

MAIN LINE

GOING EAST AND SOUTH

[illegible]

GOING NORTH.

NORTHERN DIVISION.

GOING SOUTH

[illegible]

GOING NORTH

SOUTHERN DIVISION.

GOING SOUTH

[illegible]

W. MILLER, Asst. Manager, Milwaukee. A. J. LENO, Asst. Gen. Manager. JAMES BARKER, Gen. Pass. and Tel. Agt., Milwaukee.

FIRST TIME TABLE AFTER THE ENTRANCE INTO CHICAGO, 1885. Original was printed on a large pink card and posted in stations and hotels. It shows the first through service over W. G. rails between St. Paul and Chicago.

Trustees Stewart and Abbot and President Colby instituted a new order of things looking to advancement of freight service and an expansion program of generous proportions.

The most noteworthy step in the new program was the importation of a new General Manager; a man of extraordinary ability, and profound knowledge in building and operating railroads: Frederick Norton Finney, lawyer, railroad builder and author, and the "Brains" of the Wisconsin Central for the next ten years.

With the advent of Trustees Stewart and Abbot and General Manager Finney, the year 1879 signalized the beginning of a period of rehabilitation and advancement in the life of the Wisconsin Central. The new management instituted sweeping changes in policy and attitude toward patrons, shippers, and the traveling public, and placed in effect the current standard code of transportation rules governing the operation of trains and movement by telegraphic train order, management of equipment and the conduct of employees.

Plans for betterment of service, expansion of facilities, acquisition of new locomotives and cars, building new rail lines and extending the old lines, were subjects for immediate consideration and action.

DIRECTORS AND OFFICERS ELECTED MAY 1880

Directors: C. L. Colby, Boston and Milwaukee.

E. H. Abbot, Cambridge, Mass.

Samuel Gould, Boston, Massachusetts.

W. F. Glidden, Boston, Massachusetts.

E. B. Phillips, Boston, Massachusetts.

E. E. Barney, Dayton, Ohio.

Matt Wadleigh, Stevens Point.

H. L. Palmer, Milwaukee, Wisconsin.

B. K. Miller, Milwaukee, Wisconsin.

C. L. Colby, President, Land Commissioner and Trustees Agent.

John A. Stewart and Edwin H. Abbot, Trustees in charge.

Frederick N. Finney, General Manager.

James Barker, Auditor and General Ticket Agent.

T. M. Malone, General Freight Agent.

Gavin Campbell, Superintendent at Stevens Point.

C. F. Dutton, Superintendent Milwaukee & Northern Division.

Andrew Fenwick, formerly Mechanical Foreman of Shops promoted to position of Master Mechanic.

C. Harris, Superintendent in charge of transportation from the start in 1871, resigned in 1879. Harris came to the Central from the M.S.&N.I. with E. B. Phillips in 1871 and both men left the Central in 1879. The position vacated by Harris was ably filled by Gavin Campbell, former Assistant Superintendent and Master Mechanic.

While E. B. Phillips remained on the Board of Directors until 1882 his active influence in the management of the Central ceased in 1879, at which time he accepted the position as Receiver for the Grayville and Mattoon Railroad, a 70-mile weakling in southern Illinois.

*** TIME TABLE IN EFFECT DECEMBER 10th, 1880**

GOING NORTH AND WEST.

MAIN LINE

GOING EAST AND SOUTH

[illegible]

GOING NORTH.

NORTHERN DI

GOING SOUTH.

[illegible]

W. MILLER, Jr., Pres., Treasurer. A. F. LEE, Asst. Gen. Manager. JAMES BARKER, Gen. Pass'y and Traf. Sec., Director.

FIRST TIME TABLE AFTER THE ENTRANCE INTO CHICAGO, 1836. Original was printed on a large pink card and posted in stations and hotels. It shows the first through service over W. C. rails between St. Paul and Chicago.

Trustees Stewart and Abbot and President Colby instituted a new order of things looking to advancement of freight service and an expansion program of generous proportions.

The most noteworthy step in the new program was the importation of a new General Manager; a man of extraordinary ability, and profound knowledge in building and operating railroads: Frederick Norton Finney, lawyer, railroad builder and author, and the "Brains" of the Wisconsin Central for the next ten years.

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 Matt Wadleigh, Stevens Point.
 H. L. Palmer, Milwaukee, Wisconsin.
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 C. L. Colby, President, Land Commissioner and Trustees Agent.
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In the 1878-1879 period of readjustment, when corporate finance and the rehabilitation of physical property fully occupied the attention of promoters and management, progress in road construction remained at a standstill; no new track was added to the 326 total miles of main and branch lines during these years.

Gardner Colby who retired from the presidency of the Central in 1878, died at his home in Newton, Massachusetts, April 2, 1879.

Capt. W. W. Rich, Chief Engineer and Superintendent of Construction and operations at the north end, resigned in 1879 to accept the position as Chief Engineer of the Minneapolis and St. Louis Railroad.

Capt. Rich, pioneer trail-blazer for the Central since 1870, surveyed all right of ways and established levels and grade lines on the north end prior to 1879. In addition to these duties he was in charge of traffic operations on the line between Abbotsford and Ashland, supervising construction work under F. N. Finney, General Manager.



Chapter 9

Headed West

TO CONTINUE with the annals of the Central as of 1879: Stewart and Abbot, Trustees in Charge; Charles L. Colby, president; and F. N. Finney, general manager, now realized that their main stem to Ashland, or properly that portion extending about 150 miles south from Ashland, held little promise for a large increase in business for the immediate future. The actual and potential tonnage from the lumber industry appeared insufficient to support a trunk line railroad—the rivers and creeks transported the large movements of logs at little expense; northern Wisconsin was meager in population and low in commercial activity. Nowhere on the Central's northern horizon, except the Penokee iron ore, appeared any other commercial or industrial source of volume tonnage for their railroad.

Hence, the Central must look to the longer haul to and from the Western railroads, and to accomplish this end, the Central rails must be pushed into St. Paul and Chicago.

The Northern Pacific was casting serious glances toward the Chicago markets, and had made friendly overtures in the direction of the Central, a gesture to encourage the Central in building a line across to St. Paul, and a promise, no doubt, of a share of some of the N.P. south bound tonnage.

On March 5, 1880, the Directors of the Central awarded a contract to build a line 54 miles in length from Colby westward to Chippewa Falls, there to connect with the Chippewa Falls & Western. The line to Chippewa Falls had been chartered under the name of the Wisconsin & Minnesota R.R. Co. and was incorporated August 7, 1879, by the same interests representing Eastern capital, who also controlled the Wisconsin Central, namely, Gardner Colby and Associates.

Before construction was started at Colby, it was discovered that the topographical aspect of the Colby site, due to Colby Hill, would make it unsuitable for use as a permanent division point and yard location, and the point of main line contact for the new branch was then moved northward $21\frac{1}{2}$ miles to Colby Junction, where the town of Abbotsford now stands.

In handling the construction of the Wisconsin & Minnesota, the identical method was used by Gardner Colby as in the building of the Wisconsin Central. A contracting company was created within the Wisconsin Central directors and officers under the name of "Colby & Finney,

Contractors." Charles L. Colby, president of the Central, was president of Colby & Finney Co. F. N. Finney, general manager of the Central, assumed the duties of general manager of Colby & Finney Co. Here again is the "ring" within the inner circle. Colby found a capable partner in F. N. Finney, who was a man of acknowledged ability and skill in railroad construction, with broad experience and technical training. His successful work on the Central attests that skill and ability.

The right-of-way from Abbotsford to Chippewa Falls lay directly westward across a mildly rolling country, mostly high and dry and densely timbered. Colby & Finney worked from both ends toward the middle and on November 22, 1880, completed the Wisconsin and Minnesota R.R. Co. contract.

The W.&M. was framed as an independent unit in the Wisconsin Central system, issuing its own securities and maintaining its own group of operating officers under the general supervision of directors and officials of the Central.

In December 1880 the Central inaugurated train service over the new line to Chippewa Falls, there connecting with the Chippewa Falls & Western to Eau Claire about 10 miles distant. At Eau Claire the Central freight and passenger load was turned over to the old Chicago, St. Paul, & Minneapolis R.R. (now the "Omaha") for delivery to the Twin Cities and points west.

Colby & Finney utilized the power and equipment of the Central in the construction of the Wisconsin & Minnesota, the latter owning but one locomotive and six cars. Immediately upon its completion, the Wisconsin & Minnesota entered into an agreement with the Central, whereby the Central trains were to be operated under control of W.&M. management between Abbotsford and Chippewa Falls. This agreement remained in effect until July 1, 1888, when the W.&M. was sold to the Wisconsin Central Co., forming a valuable constituent in the slowly growing Central system.

Important among the events in the 1879-1880 period was the formation of the Central Car Co. Created December 1879 by the Wisconsin Central stockholders, the Central Car Co. was primarily a pool arrangement whereby locomotives and cars could be used in through traffic over Wisconsin Central and Wisconsin & Minnesota properties and other lines to be built and leased in the future. The Car Company paid off the indebtedness on locomotives and rolling stock in service on the Central under mortgage and permitted the railroad to use on a rental and repair basis with right to purchase out of earnings.

In the following years, as the Wisconsin Central grew in mileage embracing the several rail corporations, the Central Car Co. functioned as a holding body controlling the use of locomotives and rolling stock

operating in through traffic over the properties of a dozen railroad companies, each with a separate, although interlocking, financial structure.

The Car Company performed a useful service and remained active until the general merger of 1899 when the Central discharged its obligations and dissolved the structure of the Car Company.

Miles of finished railroad built during 1880: Abbotsford to Chippewa Falls—54 miles.

The year 1881 shows little progress in the extension of the Central trackage, the most important change being the cut-off around the city of Menasha.

Intent upon the idea of building a road of their own directly southward to Chicago, Colby and Finney began surveys for a right-of-way which would take them through the cities of Oshkosh, Fond du Lac, and Milwaukee. High bridge-tolls and trackage rentals assessed by the C.&N.W. at Menasha compelled the Central to project their southward course through the south border of Neenah, a sister city adjoining Menasha.

Accordingly, construction of the new cut-off around Menasha to Neenah, 1.9 miles long, was begun and quickly completed in 1881. The cut-off left the original main line at the first curve about a mile west of the present Neenah west yard and curved into Neenah over a long wooden pile trestle across the south end of Little Lake Butte des Morts. A trestle Y on a sharp curve was also built over the lake to serve as a branch into Menasha from the south. The cut-off was a severe blow to Menasha's pride and prestige as it placed Menasha, the birthplace of the Wisconsin Central, at the end of a 2 mile spur. Yet in loyalty and freight tonnage to the Central, Menasha has continued, through the years, to stand premier among all the Central's pioneer towns.

In 1881, also, the Portage Branch displayed increased activity; the Central was aiming at the valuable quarries of high grade granite at Montello, $7\frac{1}{2}$ miles east of Packwaukee. Beginning at a point on the Central's Portage Branch, 16 miles north of Portage, a branch line or spur was built eastward along the shore of Buffalo Lake (a widening of the Fox River) for a distance of 2.8 miles. In the spring of 1882 the spur to Montello was finished, and since that year the quarries of Montello have provided heavy tonnage for movement over the Central's rails.

During the days when granite paving blocks were vogue in larger cities, the Central carried from 20 to 50 carloads daily out of Montello.

Summary of mileage of new road construction for the year 1881—

West of Menasha to Neenah	1.9 miles
Packwaukee Jct. to a point east	2.8 miles
Total	4.7 miles

Chapter 10

Chicago Bound

IN 1881 the Central had made all the necessary preparations to head southward to Milwaukee and Chicago. Right-of-way was secured from Neenah through Oshkosh and Fond du Lac to Schleisingerville (now Slinger) 63 miles in length.

Set up under the corporate name of the Milwaukee & Lake Winnebago R.R., March 24, 1882, the contract for constructing this section of road was awarded to "Colby & Finney, Contractors" (affiliates of the Wisconsin Central), in the identical method used in the construction of earlier Central properties: Charles L. Colby, president, and F. N. Finney, general manager of the Central; again the "ring within the ring."

The route of the Central's new extension paralleled that of the C.&N.W. from Neenah to Fond du Lac, 30 miles—low level land along the west shore of Lake Winnebago—thence southward 33 miles to Slinger where the Central was to connect with the C.M.&St.P. with trackage rights for operation of trains into Milwaukee, 32 miles distant.

(After 1886, for twenty years or more, the 30 mile section, Neenah to Fond du Lac, was known as the Race Track, the scene of exhilarating competition between the Central and the Northwestern, rivals for passenger business through the central part of the state. With two daily passenger trains each, on identical time card schedules and with similar coach equipment and locomotives, with but 200 feet separating their respective right-of-ways, the daily races staged by the rivals were fast and spectacular, and the oldsters still discuss those dramatic speed contests in warm and partisan sentiments.)

The projected route of the Milwaukee & Lake Winnebago from Neenah to Fond du Lac traversed flat country a few feet above lake level with marsh land where the right-of-way skirted the shore of Lake Winnebago. Directly south of Fond du Lac, for 8 miles, a sharp rise was encountered in the lift out of the lake basin, through the limestone quarries at Hamilton, to the top of Byron Hill. Incidentally, Byron Hill is one of the few points where helper engines have been used continuously since 1882.

From Byron to Theresa the grade is sharply descending, leveling off from that point to what was known as Cedar Lake ridge, about 2 miles north of Slinger. Cedar Lake ridge was a tough spot for freight trains, representing an abrupt rise of 30 feet and a dip of 20 feet within the distance of half a mile.

During 1899-1901 Cedar Lake ridge succumbed to the attacks of Bucy-

rus steam shovels and work trains, and thereafter, northbound freight engineers with tonnage trains found no need for "taking a run for it" out of Slinger.

Colby & Finney, Contractors, completed the Milwaukee & Lake Winnebago December 18, 1882, on which date it was leased for operation to Stewart and Abbot, Trustees for the Wisconsin Central. For building and equipping the M.&L.W., Colby & Finney were paid in securities of that corporation including all of the capital stock, and Colby was elected president, Finney, general manager, of the new corporation.

In the operation of trains between Ashland, Stevens Point, and Milwaukee, Slinger became a terminal for certain local freight and passenger train and engine crews, at which point a three-stall engine house and a turntable were built during 1882. Regularly assigned Central engine and train crews ran over the C.M.&St.P. between Slinger and Milwaukee, the main line crews tying up at Slinger.

Abandoned as a local terminal in 1887, Slinger retained its engine house and turntable until removed in 1900 after the grade correction work was completed at Cedar Lake. The old turntable pit depression at Slinger may still be observed near the northeast corner of the C.M.&St.P. rail crossing.

Miles of road built during 1882—

Neenah to Slinger	63.85 miles
Point east of Packwaukee Jct. to Montello	4.90 miles
Total	68.75 miles

The Packwaukee and Montello Railroad Company, owners of the 7.7 mile spur between Packwaukee Junction (on the Portage Branch of the Central) and Montello, was incorporated July 14, 1881, by the same group of Eastern capitalists who controlled the Wisconsin Central. Constructed by Colby and Finney, contractors, the P. & M. R.R. was placed in operation January 31, 1882, on which date it was leased for sole operation to the Central, and remained in this status until July 13, 1899, when it was sold to the newly-organized Wisconsin Central Railway Company.

Years before the Wisconsin Central was put into motion in 1871, great deposits of high-grade iron ore were discovered in the Penokee hills, 30 miles south of Ashland. Gardner Colby and Associates were quick to grasp the opportunity presented in virgin natural resources of northern Wisconsin, and invested heavily in Penokee hills land.

In 1881 Colby made surveys from the town of Penokee, in Penokee Gap, northeastward with the view of building an extension of the Central to Ontonagon, Michigan, 100 miles distant on the south shore of Lake Superior. Colby ultimately pushed the Central's rails into the heart of the iron country in 1886-1887 as related in a later chapter.

Indicating the growth and development of the lumber business in northern Wisconsin during 1870-1880, the Chequamegon Hotel at Ashland, with 400 rooms, was unable to accommodate the transient and local trade. In 1881 Colby enlarged the Central-owned Chequamegon to a total of 500 rooms in order to keep pace with the increasing activity at the north end of the Central's iron.

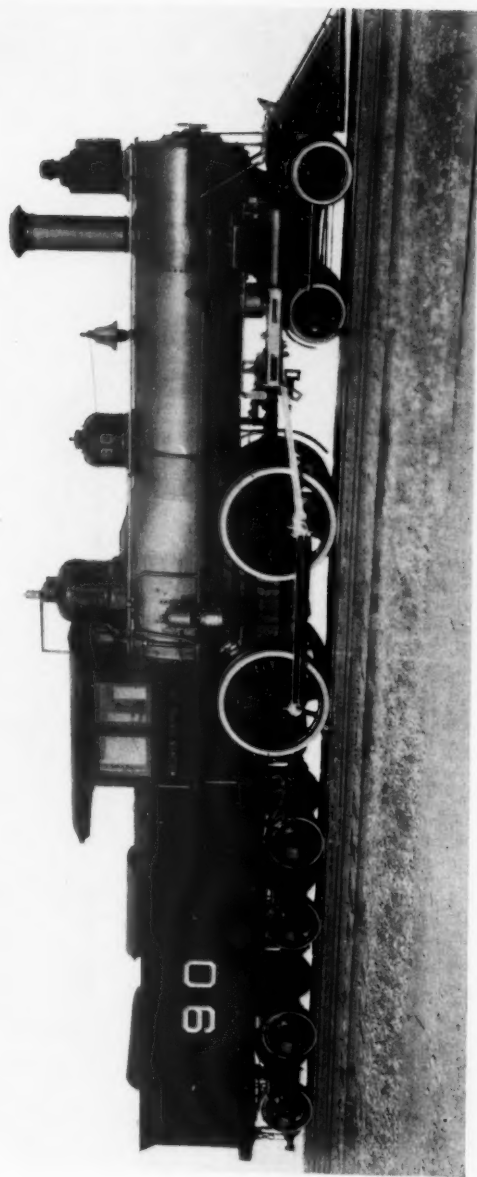
Having in mind the rich future for Penokee iron ore, and the heavy tonnage which would become available to the Central for movement northward to the proposed ore dock at Ashland, Colby was making careful preparation for the time when his Colby Mines in the Penokee hills were directly connected by his own rails to Ashland, the Lake Superior shipping port.

Gardner Colby was a business man, keen, shrewd and ruthless in the execution of his plans, powerful in influence and prestige, and with unlimited capital at his command he was capable of taking every advantage presented in the development and exploitation of the natural resources of the state.

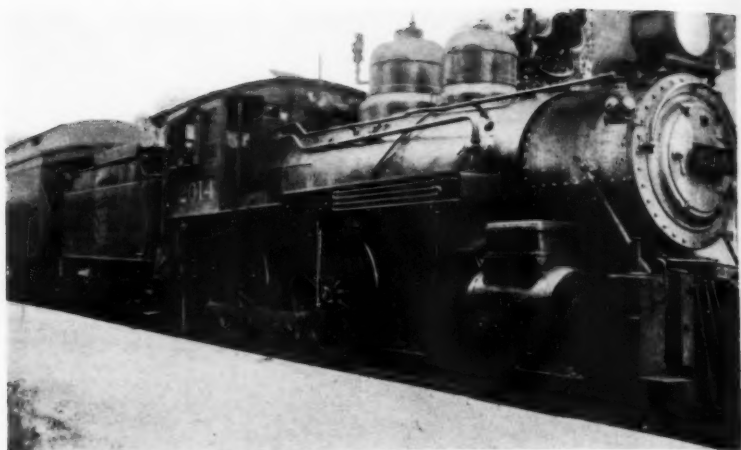
Beginning in 1883, the Central was in position to furnish excellent (for the period) passenger service from their northern terminals, Ashland and Chippewa Falls, to Milwaukee on 370 miles of their own main line. Making use of 32 miles of C.M.&St.P. track, Slinger to Milwaukee, through passenger trains with sleeping cars passed directly to Milwaukee without delay at Slinger. Southbound sleepers arriving in Milwaukee were attached to C.M.&St.P. trains for Chicago delivery, and returned in like manner. The Central time freight trains also operated over the C.M.&St.P. rails with a short service stop at Slinger. At this time Schleisingerville (now Slinger) was a solid little German village supported mainly by the C. Stork Brewing Co.

The Central owned its own sleeping cars known as the Woodruff Sleepers, built with lower berths only, the established minimum tariff for a berth, any distance, being \$1.50 per person.

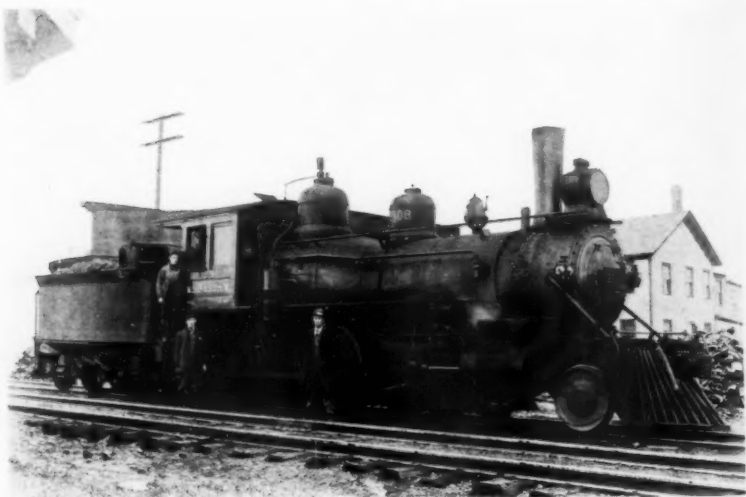
Since 1873 the Central had been operating sleeping cars into the northern woods, sleepers offering stern rugged accommodation, modest and frugal in interior trim. In 1882, however, there burst into view for W.C. patrons, "a vision of regal accommodation—sleepers of latest design and exquisite appointments, unequaled anywhere in the west." The Central, through its newly built subsidiary, the Milwaukee & Lake Winnebago R.R., had purchased five new sleepers of Woodruff pattern, 70 feet long with six-wheeled trucks, at a cost of \$12,500 each. Manufactured by Barney & Smith, Dayton, Ohio, the new palace sleeping cars at once created a stir in railroad circles, and were received with enthusiastic approbation by the public. The Central adopted the road slogan "The Premier Sleeper Route to the North," featuring the new equipment. Two of the new cars



FORTY-SIX TONS OF SPEED AND GRACE, with 39 years of faithful service on the Chicago division, passenger runs. One of 12 Schenectady, numbered 81-92, delivered 1886, the 90 was an experiment in reduced heating surface, lower and larger boiler tubes. The pride of engineer Bob McVicar.



THE LAST OF THE EIGHT-WHEELERS, the Soo Line 2014 was the original Wisconsin Central number 72 with a new boiler, and the cylinder saddles taken from the scrapped W.C. 69. The 72, renumbered Soo Line 2014, was built and delivered by Schenectady in 1885, and scrapped in 1933.



A BALDWIN MOGUL OF 1887, originally Wisconsin Central number 116, one of 21 identical Baldwins numbered 108-128 with which the Central built profits in the iron ore business on the Penokee Range.

WISCONSIN AND MINNESOTA RAILROAD.

No. 2.

TIME TABLE.

No. 2.

Takes Effect Sunday, May 29th, 1881, at 12 O'clock Noon.

Speed of Second Class Trains must not exceed fifteen miles per hour

See Train will leave a Station before its time per this Table.

No. 2.	WEST.				Chicago Time.				EAST.				No. 2.
STATIONS.	SECOND CLASS.		FIRST CLASS.		STATIONS.	FIRST CLASS.		SECOND CLASS.		STATIONS.			
ABSTOSFORD	5.15	5.45	5.47	5.49	ABSTOSFORD	5.47	5.49	5.50	5.52	ABSTOSFORD	5.15		
GREEN GROVE	9.40	9.55	9.57	9.59	GREEN GROVE	9.57	9.59	10.00	10.02	GREEN GROVE	9.40		
WYTHE	2.30	2.45	2.47	2.49	WYTHE	2.47	2.49	2.50	2.52	WYTHE	2.30		
THAYER	8.37	8.52	8.54	8.56	THAYER	8.54	8.56	8.57	8.59	THAYER	8.37		
STEARLEY	8.03	8.18	8.20	8.22	STEARLEY	8.20	8.22	8.23	8.25	STEARLEY	8.03		
ESSEX	9.33	9.48	9.50	9.52	ESSEX	9.50	9.52	9.53	9.55	ESSEX	9.33		
CARROLL	10.03	10.18	10.20	10.22	CARROLL	10.20	10.22	10.21	10.23	CARROLL	10.03		
BLANCHARD	10.31	10.46	10.48	10.50	BLANCHARD	10.48	10.50	10.51	10.53	BLANCHARD	10.31		
GRAVEL PIT	10.52	11.07	11.09	11.11	GRAVEL PIT	11.09	11.11	11.10	11.12	GRAVEL PIT	10.52		
CARRERA FALLS	11.03	11.18	11.20	11.22	CARRERA FALLS	11.20	11.22	11.21	11.23	CARRERA FALLS	11.03		
BARONA MILLS	11.21	11.36	11.38	11.40	BARONA MILLS	11.38	11.40	11.39	11.41	BARONA MILLS	11.21		
EQU CLAIRE	11.30	11.45	11.47	11.49	EQU CLAIRE	11.47	11.49	11.48	11.50	EQU CLAIRE	11.30		
ST. PAUL	4.49	4.57	4.58	4.59	ST. PAUL	4.58	4.59	4.59	4.60	ST. PAUL	4.49		

G. CAMPBELL,
Superintendent, Bureau Point

J. L. DILLE,
Train Dispatcher, Bureau Point

F. N. FINNEY,
Conductor, Milwaukee

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G. CAMPBELL,

Superintendent, Berens Falls

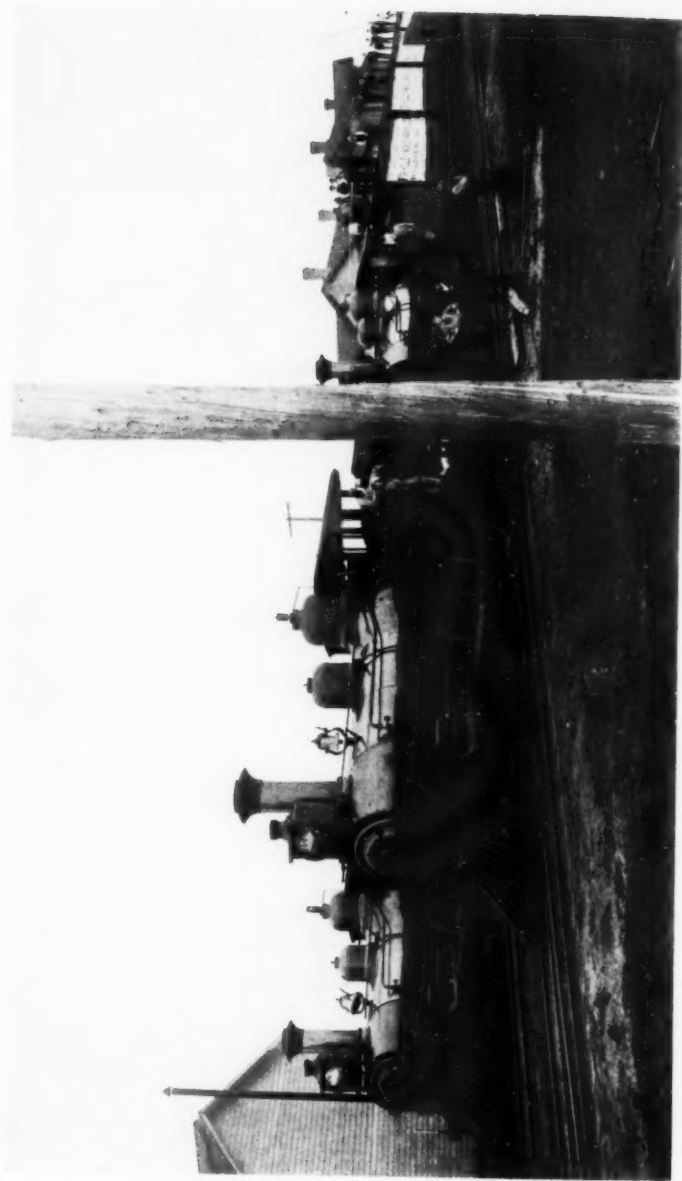
J. L. DILLE,

Train Dispatcher, Berens Falls

F. N. FINNEY,

General Manager, Milwaukee

SECOND TIME TABLE OF THE WISCONSIN & MINNESOTA. Service on this road was operated by the W.C. Note that "Chicago" time was used as this preceded the adoption of standard time and that the "Express" trains required two hours and fifty minutes for the 64 miles.



THE PRIDE OF THE EIGHTIES PUT ON A SHOW AT STEVENS POINT. A busy afternoon in 1889 when three polished eight-wheelers line up for their runs west. Extreme left, McQueen 69, for grain S., in the foreground Baldwin 104 and 99 on time freight. The banners on the box cars read "To Spokane Falls. For Holley, Mason, Ward & Co., from Salem Wire Nail Co., Salem, Ohio." Bill Zorn, Stevens Point Police Chief, stands in the foreground.

were attached to each through train, one for Milwaukee patronage, the other for Chicago over C.M.&St.P. rails.

Named "Ashland," "Waupaca," "Neenah," "Fond du Lac," and "Oshkosh," the "new palaces of travel comfort bore a brilliant exterior finish, deep wine in color and lettered in genuine gold leaf. The interiors were richly finished in highly polished mahogany with panels surrounded by artistic wood carving of flowers. The head lining of oak, beautifully frescoed, reflected the clear bright lighting effects of the elegantly burnished chandeliers.

"Thick costly bevel plate glass mirrors graced the panels, doors and toilet rooms, and the old gold plush upholstery blended perfectly in the color scheme of the deep Wilton carpets of Persian design.

"For the comfort and privacy of travelers, the new sleepers were well ventilated and richly curtained, and an extra supply of wardrobe hooks furnished for cuffs and trinkets.

"Heavy wool blankets, ample in warmth, bore a large red W.C. woven into the old gold colored fabric.

"In the toilet rooms every convenience for the comfort and safety of patrons was in evidence. The wash stands were built of Tennessee marble, mounting highly polished brass hand pumps with ebony handles."

In keeping with the style and elegance of the new Woodruff sleepers, a dozen Barney & Smith coaches appeared, to further augment the Central's nightly passenger parade through the pines. Up to the minute in design but somewhat less ornate than the glorified sleepers, the coaches were built along utilitarian lines with all the requisites for second-class travel, including the red plush upholstery and the full-length woven fibre floor mats in the aisles.

At the end of each coach opposite the safety coal stove stood the handsome hand-painted water urn, filled at division points with ice, pure natural ice cut from local lakes and stored carefully in sawdust for the travelers' comfort and needs. The urn stood on a slender fluted cast iron pillar, flaring to base and top; and hanging by a trim dainty chain, fastened to the knob atop the urn cover, was the polished pewter drinking cup—the acme of thoughtful service and refinement.

To complete the Central's bid for a leading position in the passenger field, 9 new eight-wheelers rolled in, in 1882, smart and radiant with the fresh gloss of Schenectady varnish and paint. Bearing the road numbers 16 to 23 inclusive, these McQueens were the most powerful of all the Central's standard engines, and with 18" x 24" cylinders, 62" drivers, 145 pounds of steam, they wheeled the hard night runs with all the vigor and swing of their later big sisters. (See footnote in Locomotive Roster.)

During the first ten or twelve years of its existence the Central was

given scant attention as a competitor by the C.M.&St.P. and the Northwestern lines. Having no terminals in the larger shipping centers the Central was not in position to compete with the stronger roads between St. Paul and Milwaukee.

However, in 1883 with new locomotives, de luxe sleepers, and coaches, and a shortened time schedule between Chippewa Falls and Slinger, the Central train service began to challenge that of competitors.

In retaliation the C.M.&St.P., which handled the Central's sleepers from Milwaukee southward to Chicago, and the "Omaha" which hauled the Central through traffic from Eau Claire to St. Paul, began a systematic program of obstruction and resistance to the Central's progress. The C.M.&St.P. threatened to cancel the trackage rights agreement, Slinger to Milwaukee, and gave no assurance that they would continue to haul the Central's sleepers. The Central countered with a threat to build their own line into Milwaukee and on to Chicago paralleling the C.M.&St.P.

The arguments, threats, and legal proceedings continued for over two years. With temporary trackage rights over the C.M.&St.P. uncertain and unsatisfactory, the Central exhausted every effort to obtain other means of entry into Milwaukee without success. Finally realizing their plan for building a line to Chicago via Milwaukee was not feasible, Colby and Finney prepared to build southward from Slinger to Chicago via Waukesha.

In the meantime several attempts had been made to extend their line from Chippewa Falls westward toward St. Paul, each attempt being forcibly and effectively blocked by the "Omaha," whose line the Central must cross at Chippewa Falls.

Official records in the matter are brief and terse, making no reference to the blockade of the Central at Chippewa Falls, yet tradition has it that the Central's construction crews were always met at the proposed rail crossing by a superior force of "Omaha" men heavily equipped with an excess of spike-mauls, crow-bars and pick handles. Court injunctions were sought by the Central—the "Omaha" started lawsuits and pressed claims for alleged injury.

F. N. Finney was a resourceful man and it is said that on one dark night, after careful preparation, he caught the Omaha men off guard, and before morning had the "Omaha" line severed, the crossing irons in place, and an engine and cars on the west side.

The Omaha crossing problem whipped, Finney resumed his way westward toward St. Paul under the corporate name of the Minnesota, St. Croix, and Wisconsin R.R., incorporated June 28, 1884.

The M.St.C.&W. was the result of a consolidation of the St. Croix & Chippewa Falls R.R. incorporated March 15, 1884, and the St. Paul & St. Croix R.R., incorporated April 4, 1884. The latter two corporations had

begun construction work, making little progress before the consolidation became effective.

The St. Paul & St. Croix R.R. was chartered in Minnesota and authorized to build a line 24 miles in length from Trout Brook Jct. ($2\frac{1}{2}$ miles north of St. Paul) northeastward to the St. Croix river (the Minnesota-Wisconsin state line).

The St. Croix & Chippewa Falls R.R., chartered by the State of Wisconsin, was authorized to project its right-of-way eastward from a point on the east bank of the St. Croix river, opposite the terminal rails of the St. Paul & St. Croix R.R., to Chippewa Falls, a distance of 78 miles.

Some clearing and grading had been done by the latter two companies, meagre records indicate that the St. Paul & St. Croix had completed $3\frac{1}{2}$ miles of railroad at the time of consolidation. In the consolidation of these two rail companies under the name of the Minnesota, St. Croix & Wisconsin, it appears that Colby & Finney, Contractors, assumed the construction contracts and were paid in securities of the new corporation.

Shortly after the formation of the Minnesota, St. Croix & Wisconsin R.R., a third corporation known as the St. Paul & St. Croix Falls Railway Co. was incorporated in Minnesota by the same interests representing eastern capitalists who also controlled the Wisconsin Central. The purpose of the St.P.&St.C.F. company is not clear, but is presumed to have been a necessary legal and financial move to complete the line into the city of St. Paul.

The construction of the Minnesota, St. Croix & Wisconsin from Chippewa Falls to Trout Brook Jct. (St. Paul) proved to be the most difficult yet encountered. The territory was heavily wooded and rough near the St. Croix river, and toward the east for 50 miles sharp rises and deep ravines occur in regular succession. One contemporary critic announced that the Central acquired the toughest and most difficult right-of-ways in the state, on the Chippewa Falls-St. Paul extension, as well as on the Ashland Division. More plausible is the theory that Gardner Colby, frugally and deliberately, bought cheap rough land depending on future grade corrections to relieve traffic and tonnage problems.

The bridging of the St. Croix river, in a deep ravine with high precipitous banks, 190 feet deep and nearly a mile across, presented a serious situation for Colby & Finney engineers. The old bridge and sharp grade descents to both approaches remained a bugbear until the new steel bridge was erected in 1909, a splendid achievement, 4600 feet long and 184 feet above water.

Colby & Finney completed the Minnesota, St. Croix & Wisconsin R.R. on December 28, 1884, at which time the new line became a part of the Wisconsin Central system.

Being a separate independent corporation having its own securities,

the M.St.C.&W.R.R. was operated as a unit by its own group of lesser officers under the absolute direction of Wisconsin Central management.

Records do not indicate that the M.St.C.&W. owned any locomotives or cars. Central trains were run over its line in continuity of through traffic in a pooled equipment arrangement functioning through the Central Car Co., a Wisconsin Central subsidiary.

Early in 1885, local train service was established on the "West End" (a term applied to the Chippewa Falls-St. Paul Division) and later in 1885 through passenger trains with sleepers were operating between St. Paul and Milwaukee, much to the discomfiture of the C.M.&St.P.

At Milwaukee, the C.M.&St.P. refused to handle the Central sleepers to and from Chicago.

Again there were arguments, injunctions and threats of lawsuits, the C.M.&St.P. holding the position of advantage in Milwaukee terminal facilities and trackage from Slinger to Milwaukee, for which the Central was paying dearly.

In April 1885 the C.M.&St.P. finally succeeded in preventing the Central's through St. Paul sleepers from going out over their line. A month later the C.M.&St.P. submitted to the demands of the Central and allowed traffic to proceed as prescribed in the original trackage agreement. In July 1885 the feud again flared hotter than ever, and giving up all expectation of reaching an amicable settlement, the Central proceeded to build their own line into Chicago.

Included in the program of expansion during 1883 was the construction of a branch line 5.6 miles long from Chelsea to Rib Lake; the first leg of a proposed 55 mile line from Chelsea to Tomahawk and Rhineland through an area containing the finest standing timber in the state. The project was never extended beyond Rib Lake, from which point extensive logging operations by the lumber barons provided tonnage and revenue for the Central until the best timber land had been ruthlessly slaughtered and the big operators moved to new fields.

The Rib Lake branch has been in operation continuously since 1883. Reduced in profitable activity, it still supports one regular mixed train daily each way between Chelsea and Rib Lake.

SUMMARY OF MILES OF ROAD CONSTRUCTED DURING 1883 AND 1884

1883 Chippewa Falls	.....to Central Jct.	2.00 miles
1883 Chelsea	.....to Rib Lake	5.30 miles
1884 Chippewa Falls	.....to Lake Phelan Jct., Minn.	99.00 miles
1884 Lake Phelan Jct.	.....to Trout Brook Jct., Minn.	2.50 miles
Total		106.80 miles

Trackage rights—Trout Brook Jct. to St. Paul over the St. Paul and Duluth R.R. (Nor. Pac.): 2.5 miles.

The Newhall House, Milwaukee, Wisconsin, a well-known hotel in the 70's and early 80's, patronized by railroad officers and passenger train crews, was totally destroyed by fire on the night of January 3, 1883; one of Milwaukee's great tragedies. Among the scores who lost their lives in the holocaust were three respected and popular Wisconsin Central men.

During the following week all Central passenger engines were draped in mourning (black and white bunting—an honorable custom those days) out of respect to Promoter Judge George Reed and passenger conductors R. F. (Bob) Howie and David H. Martel, who were burned to death in the Newhall House fire.

After the completion of the Milwaukee and Lake Winnebago Railroad (the Central's extension from Neenah to Slinger), four new local passenger trains were placed in service.

Trains No. 5 and 6, between Milwaukee and Eau Claire, beginning January 1, 1883. "The Fast Express," daily except Sunday.

Trains No. 7 and 8 between Milwaukee and Menasha, beginning January 7, 1883. "The Parlor Car Special," daily except Sunday.

Heretofore the Central had in service but four passenger trains daily between Eau Claire and Milwaukee; namely, trains No. 1, 2, 3, and 4 which operated between these points via the leased line Milwaukee & Northern Railroad from Menasha to Milwaukee.

After the last fracas with the C.M.&St.P. early in 1885, the Central lost no time in preparing to extend its line southward from Schleisingsville to Chicago. Right-of-way was secured through the city of Waukesha to West Madison Street at Altenheim (now Forest Park) 10 miles west of Chicago's loop district; a total distance of approximately 114 miles.

The project went forward under the name of the Chicago, Wisconsin & Minnesota R.R. Co., incorporated in Wisconsin August 19, 1885, by Eastern financiers who controlled the Wisconsin Central, namely Chas. L. Colby and associates.

The Chicago, Wisconsin & Minnesota was the result of a consolidation of the Chicago & Wisconsin R.R. incorporated March 27, 1884, in Illinois, and the Chicago, Wisconsin & Northern R.R. incorporated March 27, 1884, in Wisconsin, the formation of the two latter corporations being a necessary conformation to the laws of both states.

Contract for building the line complete, except Howe truss bridges, was awarded to Colby & Finney, Contractors, affiliates of the Wisconsin Central, and sublet by them to Harrison & Green, Milwaukee. The construction of the telegraph line was handled by G. E. Knight & Co., Milwaukee, at \$200 per mile.

On its way southward the Central was now out of the big woods, the timber line ending at Fond du Lac; and from Lake Winnebago south the right-of-way led through gently rolling territory comprising Wisconsin's finest farm and dairy lands.

The sector traversed was level and the right-of-way ran parallel to the stream courses. Prehistorically, from Burlington to Chicago the whole area was the smooth bottom of a shallow lake.

The Wisconsin Central construction trains proceeded rapidly since no major engineering problems were encountered. Colby and Finney moved smoothly toward their objective, using construction crews and equipment at both north and south ends to work their respective ways toward the middle.

Despite the severe winter and its attendant delays, the Central crews met and joined the rails in the sector northeast of Antioch, Illinois, early in February 1886. It may seriously be doubted whether any similar sixty-mile stretch of Illinois railroad ever displayed so many evidences of smooth and early completion, only to have certainty and calmness overwhelmed by an extreme perversity of events, some of which still cast uncertain shadows, even today. The promoters of the road had noted comfortably that most of the intricacies of Illinois corporate existence had been subdued, that preliminary grading and early construction had been completed in 1885 and that entrance to Chicago with proper terminal facilities seemed assured. All auspices seemed favorable, and regular trains ran within the year, but not until old and new railroad corporations had been shaken in reconstruction, and the Chicago terminal plans entirely changed.

One may well take inventory of the situation as it appeared in the early spring of 1886. Surveys had been made nearly two years earlier, heavy preliminary construction and grading were completed, three station buildings were in process of erection, and the bridge across the Des Plaines river was well under way. A vital element in the whole Wisconsin Central problem lay in the fact that two other railroad lines were planned and started in the general northwesterly direction from Chicago. One of these was the Chicago, Madison & Northern, which had certain support from the Illinois Central; the other was the Chicago, St. Paul & Kansas City, soon to be known as the Chicago Great Western. These three roads, while in a sense, serious competitors, found themselves with many things in common, not the least of which was certain early sources of capital available for construction of railroads.

Relations with the Chicago, Madison & Northern (Illinois Central) were especially friendly. There is plenty of evidence to give substance to a rumor of the times that a connection was finally to be made from the new I.C. terminus at Madison to the dangling branch of the Wisconsin Central from Stevens Point to Portage, built in 1875-1876. Of interest in this connection is the 1885 survey and securement of right-of-way for a line from Burlington to the famous summer resort, Lake Geneva, a distance of 12 miles, the cost of which was included in the original contract.

Later in 1886, this project was abandoned in favor of a right-of-way leading from Antioch to Lake Geneva, thence to Madison and northward to Portage, a long-considered and aggressive plan for a shorter route from St. Paul to Chicago via Stevens Point and Portage.

It is sufficient to observe that this ambitious scheme, like others in the hectic railroad building programs in the 1885-1895 period was abandoned; this abandonment came about, in all probability, because the Chicago, Milwaukee & St. Paul had acquired the sixteen-year old Madison & Portage R.R. and had made a success of operation since 1880.

Further evidence of the friendly relations existing between the Chicago, Madison & Northern (Illinois Central) and the Wisconsin Central, is revealed in the general understanding, if not clear agreement, which prevailed well into the summer of 1886, that the two roads would use the same entrance to Chicago, and find terminal in the same station. It must not be assumed that the relations with the Chicago, St. Paul & Kansas City were any less cordial. As among the three lines, however, an important difference must be noted—a difference which finally played an important part in the subsequent history of each. The Wisconsin Central was building a link, whose function was almost purely connective; a modest railroad organization in Wisconsin needed a tie with the great central market at Chicago; consequently the building process was toward the great city, rather than away from it. The other two roads were building out from Chicago, and in the main, were interested in developing new areas and in seeking new objectives.

The new extension, Slinger to Altenheim, completed the main line of the Central from St. Paul to Chicago, 440 miles of first-class track, and in spirited swinging tempo, Colby and Finney quickly placed trains in operation on the new Chicago Division, fully confident that carefully laid plans and arrangements would open the west gate at Altenheim for prompt admission to the Big Town.



Chapter 11

Chicago Terminal

BUT competitive railroads in Chicago were by no means an enthusiastic reception committee to welcome the arrival of the Central. The Chicago & Western Indiana refused to contract with the Central for trackage into the city. Earlier attempts to buy the Chicago & Evanston R.R. were unsuccessful, blocked by the C.M.&St.P.

Thus, the terminus of the Central remained, for a time, at Altenheim, which in the geography of today would be within the block west of the present Soo Line station at Forest Park. In the two blocks immediately south, extensive railroad yards and switch tracks were laid out, and three freight houses built. Altenheim took on all the aspects of a complete terminal, and as time passed, a Chicago newspaper hinted that the Wisconsin Central probably would approach no nearer the lake than this spot on the prairie nine miles west.

And so it seemed for some time. Several difficulties had been in process of growth. The first to be met was an involved legal technicality which grew out of the relationship existing between the Chicago and Wisconsin Railroad (early corporate name for the Illinois portion of the Wisconsin Central), and the original lines in Wisconsin. Another which related to terminals was more serious. As has already been stated, the Chicago, Madison & Northern (Illinois Central), was already in early process of construction northwest to Rockford and Freeport, Illinois, thence north to Madison and Dodgeville. The plans which had already been made would have permitted the Wisconsin Central to use the same terminal lines and the same station on the lake front. The general route of the new road was from the lake front lines of the Illinois Central west along Sixteenth Street over the old St. Charles Air Line to South Branch, then over a new right-of-way parallel to the river and the Santa Fe and Alton roads to Thirty-third Street, thence west and finally northwest, swinging out of Chicago in a wide arc. Unfortunately, this route missed Altenheim by nearly three miles, consequently a spur track or extension was planned to make the connection northward. By the summer of 1886 when the Wisconsin Central first needed terminal facilities, this new track of the Chicago, Madison & Northern was by no means completed, and the extension north had not been started. Consequently, it remained for the Wisconsin Central to seek other arrangements, temporary or permanent.

The Chicago, St. Paul & Kansas City (Chicago Great Western), had already completed thirty-three miles of road west from Forest Park. The



EASTERN TERMINUS of the Chicago, Harlem & Batavia Railway at Madison Street and Crawford Avenue. This line carried passengers to Waldheim and Forest Home Cemeteries about four miles westward. Taken about 1881.

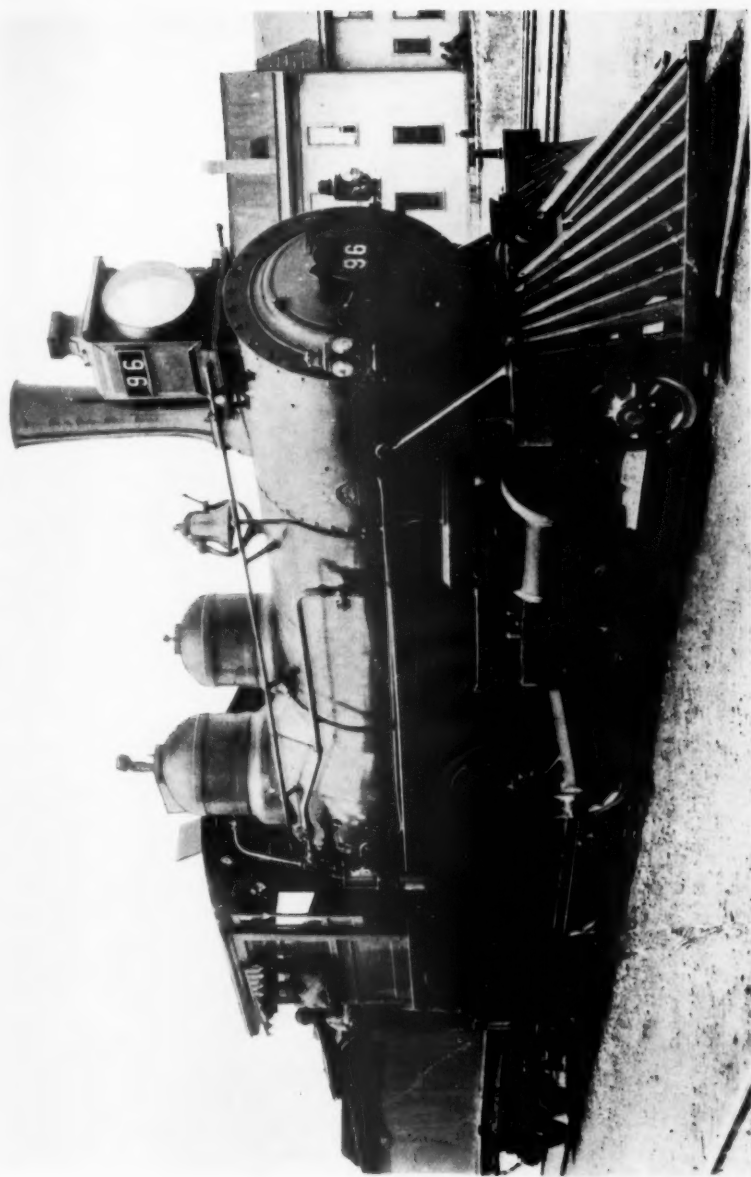


HARLEM AVENUE AND RANDOLPH STREET, 1881. This "Dummy Line" was taken over by the Chicago, Harlem & Batavia, merged with the Chicago & Great Western, bought by the Wisconsin Central and leased to the Chicago & Northern Pacific about 1890. After the N.P. blowup the road eventually became a part of the Baltimore & Ohio Chicago Terminal.

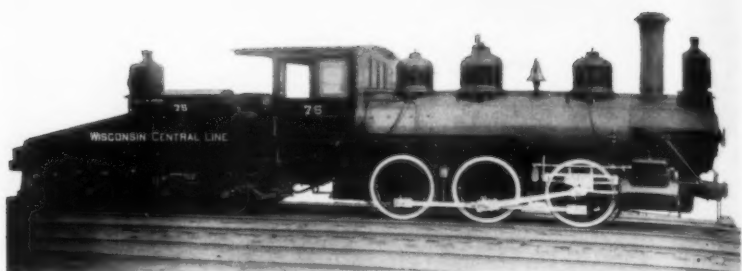
PREDECESSORS OF SOME OF THE WISCONSIN CENTRAL CHICAGO TERMINAL LINES



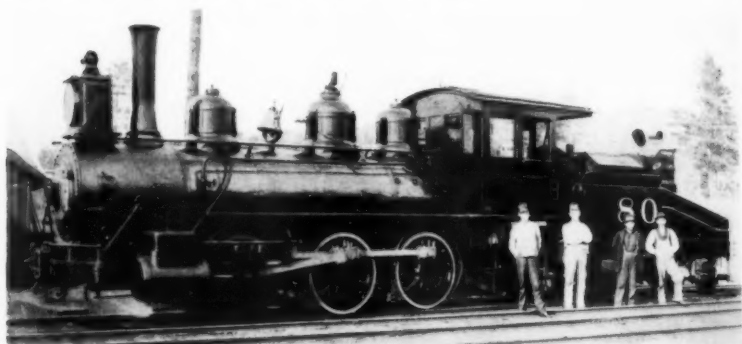
GRAND CENTRAL STATION, CHICAGO. Built 1886-88 by terminal interests in which the Wisconsin Central was dominant. Occupied by the W.C. December 1888 to December 1899. Some time after the Soo lease the road returned to the Grand Central from the Illinois Central Park Row Station this time as a tenant of the Baltimore & Ohio Chicago Terminal Company.



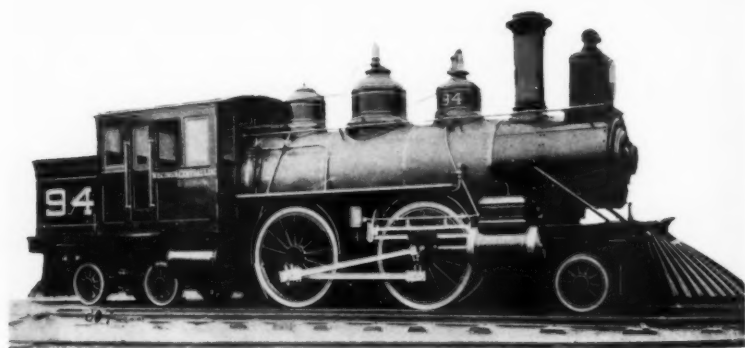
THE 96 AT WAUKESHA IN 1895. Engineer George W. Martin, fireman Con Doyle finishing record performance of 891 trips in 2 years 9 months, 136,500 miles on passenger trains 5 and 6 between Stevens Point and Waukesha without delaying a train or missing a trip. A fine spirited Baldwin of 1886, she pulled the Central varnished cars for 42 years.



THE FIRST SIX-WHEELED SWITCHER, one of six identical Schenectady's, numbered 75-80, delivered in 1886. Equipped with steam brakes and built for hard service, these engines were worked in primary division point yards and on the Ashland ore dock for 20 years.



THE 80 AT CHIPPEWA FALLS about 1890. Like the 75 she took the hard knocks until replaced by heavier yard engines.



A WORLD'S FAIR BALDWIN OF 1890. Originally Chicago and Great Western, bought by the C.&N.P. and leased by the Central for Chicago terminal suburban service, 1890-1893. With her sister tank-engines, numbered W.C. 93 and 132, she was not classed as Wisconsin Central power and remained with the C.&N.P. after 1893.

line east of the Chicago River, a distance of 9.7 miles, was to be open by July 1, 1886. This early route extended from Conway Park near Altenheim, east almost to Garfield Park, south to the present location of the tracks of the Baltimore & Ohio Chicago Terminal, thence on that right-of-way to the Chicago river. It is interesting to note that a portion of this route had been used more than thirty years earlier by the Galena & Chicago Union in running trains from the lake front to Harlem, via South Branch. That portion of this route which was new was constructed from Forest Park (then Forest Home) to the Chicago river by the Great Western Terminal Construction Company, an organization financed by the Wisconsin Central, and more or less loosely connected with the Chicago, St. Paul & Kansas City. The latter established use of its trackage rights July 15, 1886, and the Wisconsin Central under temporary lease ran its first trains from Chicago into Wisconsin four days later. Thus it was that the Wisconsin Central secured a Chicago terminal a few months later than expected, and in an entirely different quarter.

All these moves and right-of-way adjustments were costly to the Wisconsin Central, and its eastern promoters poured millions into the project—destined to become enormously valuable—one of the finest terminals in Chicago.

One after another, obstacles were met and overcome. The triangular lot of 29,000 square feet just south of Taylor Street and bordering on the river blocked the path of the Central, and was purchased from the Chicago, Rock Island & Pacific for a fabulous sum. The acquisition of this plot of ground rounded out the plan to cross the river at that point.

Nothing stood in the way of progress now except the old Bridewell lot, the right-of-way having been secured from Sixteenth Street north to Polk Street. The acquisition of the Bridewell lot was accomplished through passage by the state legislature of the Bridewell lot bill, which smoothed the way toward completion of the Central's route into the heart of the city.

Under the name of the Great Western Terminal Company and by means of the charter of the Chicago & Great Western (enacted 1873), the Wisconsin Central finally pulled into its own Chicago terminal. The financiers promoting the Central had already spent four and one-half million on real estate and right-of-way, and were ready to furnish more millions for the right to establish and develop their project in the world's greatest railroad center.

Messrs. Stewart and Abbot, Trustees in charge of the Central, were authorized to place an \$8,000,000 mortgage on the terminal property, to secure an equal amount of 5% Bonds—a handsome figure for 9 miles of right-of-way, and a crude wooden depot at the end of the iron trail.

The first station was a temporary affair located at Taylor, Polk and the

river, directly opposite an earlier Pennsylvania freight station. This was in use until December 1888, after which eight blocks of track were relocated and the Wisconsin Central found terminal in Grand Central Station at Harrison and Fifth (later Wells). In the ten years which followed, minor changes were made in location of the line, and major operations were performed upon the control, from Forest Park to Grand Central. While the older route was allowed to remain as a belt line for a time, a new and more direct connection was finally evolved.

The period from 1888 to 1893 was an active and a prosperous one for the various Wisconsin Central lines throughout Illinois and Wisconsin. The road early acquired a substantial interest in the Forest Park-Chicago connection through the formation of the Chicago & Northern Pacific, which was organized November 10, 1889, "to acquire and lease facilities to other roads and to transact a local business."

Fostered by the Northern Pacific R.R., the Chicago & Northern Pacific, on March 11, 1889, purchased the Chicago & Great Western R.R., the Chicago, Harlem & Batavia Ry. (the old Dummy Line), and the Bridgeport & South Chicago R.R., and the Chicago and Calumet Terminal R.R., together with the property of the Grand Central Station.

All of these properties now merged under the name of the Chicago & Northern Pacific were leased to the Wisconsin Central for a 99-year period on April 1, 1890.

In the business of consolidating this group of railroads into a well-oiled Chicago terminal organization, the Wisconsin Central shouldered the heavier burden of expense in acquiring rights-of-way and real estate, construction of track and the erection of the Grand Central Station.

Due to interlocking financial interests within the interested constituents, the start, under Wisconsin Central lease and control, seemed propitious with every aspect of success and permanence.

At this late day and in the light of the N.P.-W.C. debacle of 1893, one may conclude that the C.&N.P. consolidation and lease to the Central disguised a well-engineered and cleverly executed maneuver of the Northern Pacific to wrest, from the Central, the control of Grand Central Station and other priceless terminal properties.

After this was accomplished and the coup de grâce administered to the stunned Wisconsin Central, the irony of fate and railroad warfare decreed that the Central must pay heavy toll for the use of its hard-earned and recently-owned terminal and station in Chicago.

Messrs. Colby and Abbot of the Central represented the financiers of Boston, then the financial fountain-head of the nation.

From time immemorial, the Bostonese held financial sway in the majestic manner of divine right, and, in guiding the course of the Wisconsin Central, were supremely confident of their ability to cope with

Messrs. Villard and Oakes of New York, who ran the Northern Pacific. Yet, in the Golden Age of the Central—those ripe railroad years of the 1893 World's Fair when the Central should have waxed fat and prosperous—it was observed that the golden stream of revenue bounded high and clear over the barrel head of the Central to land miraculously (and permanently) in the bag of the N.P.

The lease of the Chicago & North Pacific by the Wisconsin Central, and the companion lease of the Central by the Northern Pacific, both executed April 1, 1890, remained effective for a period of $3\frac{1}{2}$ years.

On September 27, 1893, by petition of the Central, the Court declared the leases void and cancelled, placing the two leased roads back on their original basis. The reason for the Court order was found in the failure of the Northern Pacific to pay the Wisconsin Central its just dues, rents, and revenues. Unable to collect rentals and revenues from the Northern Pacific, the Central in turn was obliged to default in its payments to the Chicago & Northern Pacific.

In the tragic readjustment that followed the N.P. violation of contract and abrogation of the Wisconsin Central lease, the Central lost entirely its immeasurably valuable holdings in the Chicago Grand Central Station, tracks, yards, and other terminal properties—an irreparable loss—a crushing injury which time might heal and heroic endeavor serve to mend. Yet it left its indelible mark on the whole pattern and fabric of the Central economic life in the subsequent reconstruction period, and in changes of company policy, management and official personnel.

The Chicago & Northern Pacific was finally sold under foreclosure to the Chicago Terminal Transfer Company June 4, 1897, which road had acquired the Chicago & Calumet Terminal Company in March of the same year. The scattered and uncertain control was finally united in the Baltimore & Ohio Chicago Terminal Company.

During this interesting ten-year period Chicago local and suburban service grew rapidly under general origins and patterns established by the Illinois Central and the Chicago & Northwestern. The Chicago & Northern Pacific, acting with full and complete co-operation of the sustaining companies, Wisconsin Central and Chicago Great Western, sensed the transportation need in the outlying districts on the west and southwest of Chicago. Suburban service was inaugurated officially on January 1, 1890, but actually had been operating experimentally for some months earlier, at which time the Wisconsin Central seemed to be the urging factor. New equipment was purchased, and while the venture was nominally Chicago & Northern Pacific, the Wisconsin Central and to a lesser degree the Chicago Great Western, played a part in maintenance and operation. At this late day it would seem that the Wisconsin Central, of the three, had the greatest stake, but did not realize the greatest and

most profitable outcomes. The zenith of this combined suburban service was reached during World's Fair year, 1893, at which time the following routes were in use by thirty trains: Franklin Park to Fortieth Street Jct.; Altenheim via new line to Fortieth Street Jct. thence to Grand Central Station; Ogden Jct. to Harvey. Fortieth Street Junction, once called Brighton by railroaders, was a busy spot, then, as now. The train service attempted to make close connections at this point. Besides, this was the central point for storage of supplies and equipment; the Wisconsin Central and Chicago Northern Pacific locomotives were housed and shopped there until about 1895. The early buildings have long since disappeared, but the site may be determined two blocks south of the present McKinley Park, and at the northwest corner of the present vast system of railroad yards lying immediately west of the Union Stock Yards of today. By 1896 the Chicago & Northern Pacific suburban business had declined seriously, and was soon abandoned. As has already been shown, the failure of the company brought others into control, and a belt line freight service was substituted.

The new conditions and controls were not to the entire liking of the Wisconsin Central, and overtures were made to the Chicago, Madison & Northern (Illinois Central), in accord with the original plan which had been abandoned more than ten years earlier. The Illinois Central had started train service over the new line to Freeport, Madison and Dodgeville in August 1888, and a short time later the extension track 2.6 miles long had been laid as originally contemplated, from Parkway on the Freeport Division to the station of Harlem in what is now Forest Park. This location was only a few blocks southeast of the almost forgotten Altenheim. A connecting link was laid, and Wisconsin Central trains crossed over their old right-of-way near Des Plaines Avenue, proceeded south over the Harlem Branch to Parkway and then over the main western line of the Illinois Central, the St. Charles Air Line (elevated in 1898-1899), to the station of the Illinois Central at Park Row, built in 1892-1893. The first Wisconsin Central train ran over this new route December 10, 1899, and the service was thus maintained until early in 1914. Wisconsin Central locomotives were housed and serviced at the Twenty-seventh Street roundhouse of the I.C.

Meanwhile the scattered interests and fragmentary controls of the west side lines once used by the Wisconsin Central became centered in the Baltimore & Ohio Chicago Terminal Company. Portions of the older track in South Oak Park and Austin were abandoned, and the route turned over to electrified lines; other sections were extended, and the properties in general were modernized. The Wisconsin Central (by this time leased to the Soo Line) acquired trackage rights from the new management, and became a tenant of the Grand Central. Recent years have

been relatively uneventful, and the name Wisconsin Central has legal standing only as it appears in the charter of the Illinois corporation. But to those who have lived and have appreciated the days of the Wisconsin Central's Golden Age, the name will always be a quickening memory.

SUMMARY OF MILES OF TRACK COMPLETED IN THE 1885-1886 PERIOD:

1885	None
1886 Schleisingerville to Illinois State Line	65.96
1886 Illinois State Line to Altenheim (Forest Park)	48.37

Schleisingerville to Illinois state line constructed under charter of the Chicago, Wisconsin & Minnesota R.R.

Illinois state line to Altenheim constructed under charter to the Chicago & Wisconsin R.R.

During the first fifteen years of operation, 1871-1886, the Central established primary main line division points at Menasha, Stevens Point, Ashland, Abbotsford, Chippewa Falls, St. Paul, Schleisingerville (Slinger), and (40th Street Junction) Chicago in the order named.

Temporary division headquarters or terminals were located at Colby and later at Worcester as construction progress advanced toward Lake Superior. Colby and Worcester ceased to function as division points when the main line to Ashland was completed in 1877. Menasha was abandoned as a primary division point in 1882, Slinger in 1887.

In the period 1871-1886, secondary or intermediate division points were located at Penokee, Phillips, Ogema, Chelsea, Mellen, Hurley, Glenwood, and Eau Claire, to accommodate branch line trains and main line local freights. All except Eau Claire, Hurley, and Mellen were abandoned by 1890.

When construction of the Central had been completed to Chicago in 1886, the long 250-mile stretch between Stevens Point and Chicago possessed no freight yards or train servicing points. Menasha and Slinger were wholly inadequate and unfit by reason of topography and Central geography to function and expand as primary division headquarters.

In the process of construction southward in 1886 the point of contact with the C.M.&St.P. was removed from Slinger to a point five miles south, soon to be named Rugby Junction. The line of the Central paralleled that of the C.M.&St.P. from Slinger to Rugby Junction, and from the latter point after January 1886 the Central operated trains into Milwaukee with trackage rights on 28 miles of C.M.&St.P. rails.

At Rugby Junction in 1886 a two-stall engine house was built, a turntable and crude hand-operated coal hoist installed to service the regularly assigned short-run locomotives used between Rugby and Milwaukee.

For a time it appeared that Rugby, 117 miles north of Chicago, would be the first primary division point on the south end.

Although it never attained that dignified classification, Rugby held an important spot in the train schedules of the Central for fifty years; a busy junction point where freight trains switched, picked up and set out cars, where freight engines took coal and water, cleaned fires and hoed the pan. Through passenger trains picked up and set out the Milwaukee sleepers at Rugby while Milwaukee coach passengers transferred and "grabbed a bite to eat" at the Rugby beanery.

By 1930 passenger traffic between Rugby and Milwaukee had declined seriously, the moratorium reached in 1939 when the Central passenger load to and from Milwaukee was routed via the T.M.E.R.&L. electric line at Waukesha.

Thus, in railroad history, Rugby Junction becomes another ghost—a mere wide spot in the road through which the regular trains must reduce speed to 60 miles per hour.

Late in 1886 Charles L. Colby and financiers observed with deep complacency the Wisconsin Central now safely ensconced in its new Chicago home; on its own rails and in its new, if crude, Polk Street station. Trustees Stewart and Abbot continued to manipulate the Central's finance in a manner most satisfactory, while Finney wrote history in the operating and construction departments. Freight and passenger revenues increased, corporate problems became less acute, and the state looked with favor upon the Central as an obedient public servant. The future held every bright prospect for remunerative advancement. An atmosphere of tranquillity and confidence encompassed the entire organization, and all was well with the Central. In this situation of expansive optimism Colby and Abbot gave Finney free reign in his plans, approved a lusty financial budget, and signalled Finney to go ahead.

First on the program was iron ore and a railroad to haul it. The Colby Mine twenty-five miles off in the wilds of the Penokee hills had been prospected and pronounced good.

Surveys into the Penokee hills had been made by Colby's men as early as 1881 and in 1883 the right of way was established. Now in 1886 all was in readiness for Finney to lead his construction crews into the Penokee iron country.

Incorporated in Wisconsin September 1, 1886, the Penokee Railroad proposed to start construction of its line at a point on the Wisconsin Central $25\frac{1}{2}$ miles south of Ashland, thence northeast to the Michigan state line, a distance of 26.69 miles. In the usual manner of Wisconsin Central construction, the contract for building the Penokee Railroad line was awarded to Colby and Finney, contractors.

The route traveled by the Penokee Railroad extended through heavy timber and over rough broken terrain, following generally the crown or ridge of the range of hills.

No serious engineering problems encountered, the Penokee Railroad

was completed and placed in service June 1887. Immediately following the completion of the Penokee Railroad, construction of the Gogebec and Montreal River Railroad was begun. Incorporated in Michigan December 27, 1883, the Gogebec and Montreal River was merely an extension of the Penokee Railroad from Hurley on the state line to Bessemer, Michigan, a distance of about 7 miles northeast of Hurley. The Gogebec and Montreal owned no locomotives or equipment, and upon completion or prior thereto, was leased in perpetuity to the Penokee Railroad.

The latter was operated independently with trackage rights over the Central to Ashland until June 30, 1888, when the Wisconsin Central Company acquired control of the Penokee Railroad with its leased property, the Gogebec and Montreal.

Road records indicate the Penokee Railroad as owning twelve locomotives, bought in 1886-1887, bearing road numbers 95-106 inclusive, and about six hundred ore dump cars.

In addition to the 25½ mile track of the Penokee Railroad in the Penokee hills, the road built about 3½ miles of yard and terminal tracks adjoining the Ashland Ore Dock.

While the Penokee Railroad was financially controlled by the Wisconsin Central and operated as a part of that system, there is some evidence leading to the belief that the Penokee was, in its earlier years, a more or less private enterprise of the Colby's, functioning in connection with the Colby iron ore properties in the Penokee Range.

Early in 1888 the junction point of the Penokee Railroad with the Central was named Mellen in honor of Wm. S. Mellen, newly-appointed General Manager of the Central. After the establishment of Mellen Junction, the little outpost pioneer town of Penokee, two miles south, began to wither and fade.

Within a few years Penokee town had moved piecemeal to Mellen, leaving the old Penokee Gap location to be overgrown with scrub oak and pack pine, thence to oblivion.

Chief among Finney's worries in 1886-1887 was the track and right of way between Abbotsford and Mellen, laid by Phillips and Colby in 1874-1877. The miles of corduroy base over marsh land and swamps sank with each spring and fall season. The pile trestles built by Phillips had grown wobbly and unsafe; the track in the shallow cuts disappeared beneath the mud under engine weight every rainy season; track now too far gone to bolster with first-cut wood log slabs driven under the tie ends.

During 1887 Finney practically rebuilt the Ashland Division, 132 miles in length. His work trains widened and deepened cuts, built up low fills, filled in miles of old pile trestle work, strengthened some of the old Howe truss bridges, and replaced others. Between Mellen and Abbotsford the old ties and 57-pound iron were ripped out to be replaced by new ties and 60-pound steel.

In that stretch of track as Phillips built it in 1873-1877, not a ton of rock was moved out of the right of way nor a ton of ballast moved in. By the end of 1888 Finney presented the Colbys with a reconstructed and refurbished Ashland division, capable of handling much heavier and faster trains.

The Central or properly the Wisconsin Central System was now, 1887, operating through trains from the west and north terminals, St. Paul and Ashland to Milwaukee and Chicago, 585 miles of main stem, with branch lines covering approximately 118 miles. In addition, about 28 miles operated in trackage rights agreements over C.M.&St.P. rails into Milwaukee, and St. Paul, Minneapolis and Manitoba (Great Northern) into Minneapolis.

Up to September 30, 1886, the Central equipment did not display any distinctive design or insignia. The locomotives carried a plain round number plate at front ends; freight cars were stenciled with the name WISCONSIN CENTRAL curved upward in a quarter arc.

After September 1886 engines and other rolling stock began to wear the new shield—originating with the Central and remaining exclusively Wisconsin Central until April 1, 1909.

In December 1886 the Central expanded its passenger train service by adding the following fast local trains:

Trains Nos. 5 and 6 "Parlor Car Express" between Chicago and Waukesha.

Trains Nos. 7 and 8 "Waukesha Short Line" between Chicago and Eau Claire.

Trains Nos. 9 and 10 between St. Paul and Eau Claire.

The through fast sleeper trains Nos. 3 and 4 and mail trains Nos. 1 and 2, St. Paul-Chicago, were stepped up in shortened time schedules.

Branch lines extended greater passenger service in keeping with main line trains: the Ashland division supporting four fast locals daily: trains Nos. 101, 102, 103, and 104 directly connecting with main line trains Nos. 1, 2, 3, and 4 at Abbotsford.

Four regular daily passenger trains on the Portage Branch, Stevens Point to Portage, made direct contact with main line trains at Stevens Point.

The Chippewa Falls-Eau Claire short line ten miles long was the busiest branch line of the system with six trains daily between terminals.

Summary of miles of road built 1886-1887:

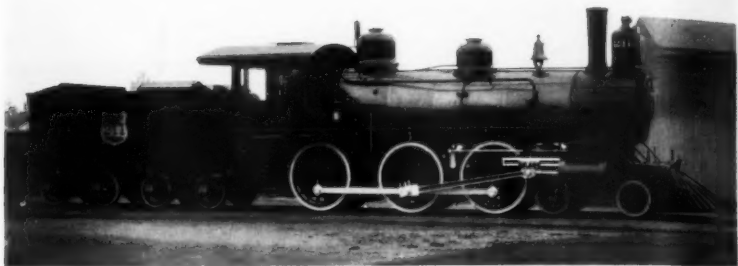
Mellen to Hurley	26.69 miles
Hurley to end of track, Bessemer, Mich.	7.00 miles
Industrial and Mine spurs	17.00 miles
Total	50.69 miles



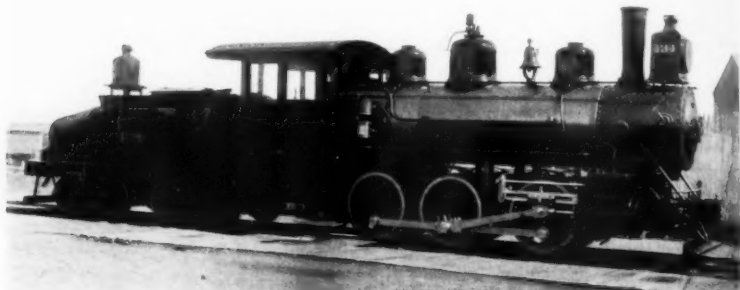
ANOTHER "BALDWIN HOG" with original W.C. number. Rugged and powerful, these Moguls took the brunt of hard service on the Ashland division from 1887 to 1905.



AFTER YEARS OF TIME FREIGHT GLORY, the 225 is in the back woods with a train of logs. These early Brooks ten-wheelers of 1898 are still in active service on branch lines and the Ashland division, many with original boiler and gear.



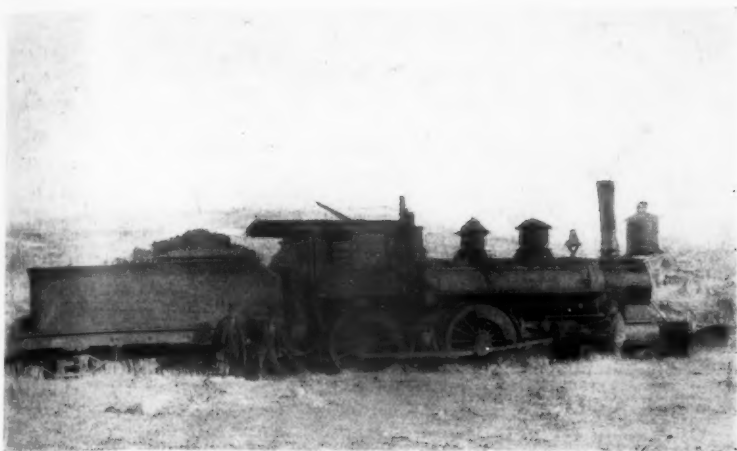
TOO HIGH AND HEAVY FOR THE TRACK was the old-timers' comment when this newcomer arrived from Brooks in 1891. Ten of these ten-wheelers numbered 211-220 were delivered in 1891 and used in time freight service for 8 years. First Central engines with long narrow fire box over driving axles.



YARD ELEGANCE OF 1892 by Brooks. One of three light shifters numbered 132-134, engine weight 98,400 lb., 18 x 24 cyls., 51" drivers.



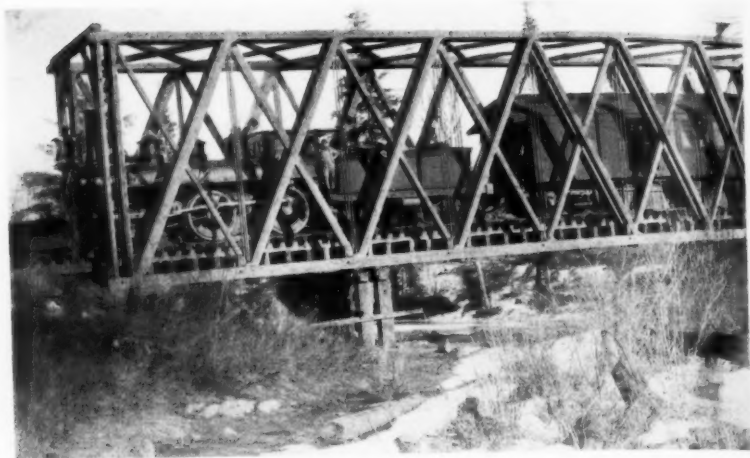
REWARD OF MERIT. After 20 years on preferred freight runs, the 215 is on a menial job, spotting cars to a steam shovel in Rocky Run gravel pit about 1910, here siphoning water from a nearby creek. Engineer Walter Chapman in gangway, fireman Jack McCollough at steam dome.



ENGINE NO. 3 AT MELLE, MARCH 6, 1894. One of the "Cold Water Baldwins" assembled at Menasha in 1871 by Gavin Campbell, Fireman Martin Nohr, Brakeman Chas. Fitzgerald and Engineer Ezra P. Redden at far right just before starting their run on the Penokee branch. The desolate condition of the country can barely be seen.



CREW OF PASSENGER RUN ON THE PENOKEE BRANCH. Picture taken at Mellen, March 6, 1894. Right to left: Duffy, Engineer E. P. Redden, Conductor John McGlone, A. F. Jackson, Brakeman Chas. Fitzgerald.



BRIDGE NO. 2 OVER BAD RIVER. Engine No. 3 pulling passenger train on the Penokee branch March 6, 1894. Engineer E. P. Redden standing in gangway, Fireman Martin Nohr. A fine example of the Howe Truss Bridge of the period.



A RAILROADERS PICNIC SPECIAL at Stanley, Wisconsin, about 1904. Note the old link and pin coupler on the front end of engine No. 22.

In October 1886 F. N. Finney, General Manager since 1878, was elevated to the position of Managing Director, and Wm. S. Mellen of the Northern Pacific elected as General Manager. The new position as Managing Director came in recognition of the skill and energy displayed by Mr. Finney in his unusually efficient work in construction and management of the road, and provided broader opportunities in which to utilize his talents as builder and leader.

Of greatest importance to the affairs of the Wisconsin Central was the formation of the Wisconsin Central Company formed June 17, 1887, under the laws of Wisconsin. The purpose of this new organization was to acquire possession, ownership and control of the following Wisconsin Central Railroad properties:

Minneapolis, St. Croix & Wisconsin
Wisconsin & Minnesota
Chippewa Falls & Western
St. Paul & St. Croix Falls
The Wisconsin Central Railroad
The Penokee Railroad
The Packwaukee & Montello Railroad

All of these were independent railroad organizations constituting, with their leased lines; (namely, the Milwaukee & Lake Winnebago, and the Chicago, Wisconsin & Minnesota) The Wisconsin Central Trunk Line System.

On July 1, 1888, the Wisconsin Central Company entered upon actual possession, operation and management of the entire Wisconsin Central System excepting only the Wisconsin Central Railroad and its leased line, namely the Milwaukee & Lake Winnebago. (The Wisconsin & Minnesota was operating the Chicago, Wisconsin & Minnesota Railroad under lease at the time.)

The Wisconsin Central Railroad and the Milwaukee & Lake Winnebago continued to be possessed and operated by Stewart and Abbot, Trustees, for the Wisconsin Central Railroad.

But the Wisconsin Central Company will eventually operate and control all the road now in possession of these Trustees, since it has already bought about seven-eighths of the stock and owns or controls at least two-thirds of the outstanding bonds issued by the Wisconsin Central Railroad Company.

Charles L. Colby, Edwin H. Abbot, and Colgate Hoyt hold the whole of the stock of the Wisconsin Central Company.

In the formation of the new Wisconsin Central Company on June 17, 1887, the following directors were elected:

Charles L. Colby, E. H. Abbot, David S. Wegg, William S. Mellen,

Howard Morris, Frederick Abbot, Abbot Lawrence, Colgate Hoyt, Henry F. Spencer.

Officers: Same as Wisconsin Central Railroad: Samuel R. Ainslie, General Manager; Andrew A. Allen, formerly Division Superintendent, became Assistant General Manager; James Barker, General Freight and Passenger Agent.

B. E. Hand, Asst. General Freight Agent
 R. W. McGuire, Cashier and Paymaster
 Fred A. Merrill, Superintendent, Chicago, Middle & Eastern Divisions
 N. J. Finney, son of F. N. Finney, Asst. to F. A. Merrill
 W. A. Gardner, Superintendent at Chicago
 Tom C. Clifford, Superintendent at St. Paul
 Charles F. Waldo, Superintendent W & M Division
 Samuel H. Brown, Superintendent of Sleeping & Dining Cars
 H. A. Barnes, Master Mechanic
 H. C. Fuller, General Agent
 D. L. Mahoney, Car Accountant
 W. Peck, Timber and Tie Agent at Menasha

Gavin Campbell, General Superintendent, left the Central in 1885 to become General Manager of the Green Bay, Winona & St. Paul Railway (Green Bay & Western). Mr. Campbell served as General Manager for G.B.&W. until 1890, when he returned to the Wisconsin Central to assume the position of General Superintendent.

The Road Masters in 1886-1887 were:

Wm. Hancock, at Waukesha
 G. W. Warren, Neenah
 F. C. Baker, Stevens Point
 A. A. O'Rourke, Chippewa Falls
 J. H. Adolphs, Chippewa Falls
 J. H. Janes, Medford
 M. Gallagher, Ashland

From the date of completion of the Penokee Railroad June 1887 to October, when the ore season closed, this pet project of the Colbys hauled more than 200,000 tons of iron ore via Mellen over the Central to the Ashland ore docks; a notable performance considering the 45-ton locomotives, the unfinished grades and lack of service facilities. With an auspicious start, the Penokee branch grew steadily in tonnage and revenue, becoming one of the most lucrative properties in the Wisconsin Central System.

The Central continued to ride the crest of the wave of good business, and enlarged its facilities in yards, roundhouses, and shops. The Shops at Stevens Point, which employed 200 men in 1880, now listed 450 on the payroll.

Locomotive engine houses had been established at Menasha 1872, Stevens Point 1872, Ashland 1873, Chelsea 1877, Phillips 1878, Medford 1879, Ogema 1880, Abbotsford 1881, Chippewa Falls 1882, Slinger 1882,

Waukesha 1886, Chicago 1887, Hurley 1887. After 1882 Menasha, Phillips, Chelsea, Medford, Ogema, and Slinger became secondary units to accommodate branch lines, local freight crews and equipment only.

In October 1888, F. N. Finney, Managing Director, resigned to engage in the business of Consulting Engineer for various railroad projects in the Middle West, and a year later was elected to the position of President of the Soo Line.

Wm. S. Mellen continued as General Manager of the Central until 1889 when he returned to the Northern Pacific to become General Manager of that railroad.

Samuel R. Ainslie, Assistant General Manager of the Northern Pacific, immediately filled the position vacated by Wm. S. Mellen, and David S. Wegg, Counsel for the Northern Pacific, came to the Central as General Solicitor.

Charles L. Colby, Edwin H. Abbot, and Colgate Hoyt, Directors and top-management officers who also controlled all the voting stock of the Central, were Directors of the Northern Pacific.

It will be observed here that financial control of both roads was distributed through the interlocking Directorates, and that the higher positions in Wisconsin Central management were being filled by Northern Pacific men.

The build-up for the future lease of the Central by N.P. is apparent in these moves and the relationship between the two corporations becomes closer and more conspicuously displayed.

In the passing of Gardner Colby, original financier of the project, the Wisconsin Central legacy was left in the hands of his son, Charles L. Colby, not too well qualified to carry on the work his father started.

After fumbling with the affairs of the Central for fifteen years, it appeared that President Charles L. Colby had lost the confidence of his colleagues who, no doubt, regarded the Colby influence as detrimental to the best interest of the Central, and who awaited only a favorable opportunity to expunge the source; or in the robust lingo of the rails, "shove him in the clear and pull the pin."

As early as 1884, Colby appeared to be seeking asylum in the N.P., then making an approach for the ultimate control of the Central. In 1885, a transfer of his financial affections to the N.P. brought him into the presidency of the St. Paul & Northern Pacific, a 181-mile N.P. subsidiary.

Definitely on his way out of Central affairs in 1887, his grip loose and insecure, Colby climbed into a reserved grand-stand seat on the N.P. Board of Directors, there to witness, perhaps assist, in the superbly artistic trimming meted out to the Central a few years later.

After June 17, 1888, the official personnel of the Wisconsin Central Railroad Company was as follows:

DIRECTORS

Charles L. Colby, E. H. Abbot, Frederick K. Abbot, Howard Morris, Abbot Lawrence, E. J. Barney, David S. Wegg, H. L. Palmer, and Roland Hazard.

Stewart and Abbot, Trustees
Charles L. Colby, President & Treasurer
F. K. Abbot, Comptroller
Henry F. Spencer, Registrar for Trustees
Thomas J. Hyman, Auditor

In the newly-created Wisconsin Central Company, directors and officers were elected June 17, 1888, as follows:

DIRECTORS

Charles L. Colby, E. H. Abbot, S. R. Ainslie, Howard Morris, F. K. Abbot, Abbot Lawrence, Charles H. Ropes, T. J. Hyman, Charles E. Dyer, and Henry C. Barlow.

Wisconsin Central Company and Wisconsin Central Railroad properties are managed and operated by the same group of officers.

Charles L. Colby, President & Treasurer
E. H. Abbot, Vice-President & Secretary
F. K. Abbot, Comptroller
Abbot Lawrence, Assistant Comptroller
David S. Wegg, Solicitor
Howard Morris, Assistant Secretary & Solicitor
T. J. Hyman, Auditor & General Accountant
H. C. Barlow, General Traffic Manager
Louis Eckstein, Assistant Passenger Agent
Samuel R. Ainslie, General Manager
Andrew A. Allen, Assistant General Manager
F. W. Fratt, Chief Engineer
R. C. Mann, Auditor of Traffic
C. A. Herriman, Special Agent
E. A. Bryne, Car Service Agent
Tom C. Clifford, Superintendent, Chicago & Middle Divisions
C. O. Wheeler, Superintendent at Stevens Point
A. R. Horn, Superintendent, St. Paul Division
S. H. Brown, Superintendent, Dining and Parlor Cars
John Player, Superintendent of Motive Power
Wm. Cormack, Master Car Builder
J. J. Calahan, Superintendent of Bridges & Buildings
J. A. Putz, Master Painter

Of interest in the events of 1887 was the proposed extension of the Rib Lake branch to the towns of Tomahawk and Rhinelander. The line was surveyed in 1886 and the right of way extending to the northeast for about 50 miles penetrated one of the finest pineries in the state. The purpose of the extension involved service to the lumber and logging industry with attendant revenue, and a plan to open up that section for settlement.

The Dunkards and Mennonites were on the move into western areas and it appeared likely that the Rib Lake territory would be selected for colonization.

Subsequent financial difficulty dampened the scheme as did construction of competing lines from the south and by 1890 the Rib Lake extension project was definitely abandoned.

At the southern terminus of the Central in Chicago, a plan to establish west side suburban train service culminated in the purchase in 1887, of the Chicago Harlem and Batavia Railroad, "The Dummy Line," which operated a glorified steam street-car line from the Chicago business district westward ten miles to River Forest. For a few months thereafter under Central control the Dummy Line continued in its regular status and habitat while Colby & Finney construction crews completed double-tracking the new main line of the Central from Polk Street depot to Madison Street, Altenheim. Thus the way was paved for immediate operation of terminal service trains in conjunction with the regular main line traffic.

Up-to-date locomotives and new lightweight coaches replaced the old dummy steam "dinkys" and antiquated cars; 1889 saw the suburban experiment of the Central expand, and grow in traffic volume and revenue, in rapid dependable service, ranking among Chicago's best in transportation; moreover a major influence in the settlement and development of the "west side prairies" now known as Forest Park and environs.

In 1890 and through the years of the World's Fair the enterprise, under the name of the Chicago & Northern Pacific, grew to its fullest stature in assets and financial value, a close rival to the parent company.

In 1893 the Central found it necessary to resort to court action in an attempt to collect rentals from the Northern Pacific, then operating the Wisconsin Central under lease. On September 27, 1893, at Milwaukee, Judges Jenkins and Seaman, presiding in Superior Court, ordered the Central released from the operating agreement and decreed that the Northern Pacific lease be terminated at once.

On the same day, the Court approved a petition for receivership operation of the Wisconsin Central, and appointed Henry F. Whitcomb and Howard Morris, Receivers.

Unable to carry on through lack of funds, the Wisconsin Central voluntarily terminated its lease of the Chicago and Northern Pacific and reverted to its 1886 status in the matter of Chicago terminal properties; not a rail of its own to stand on.

Whitcomb and Morris, Receivers, immediately filed claims against the Northern Pacific for \$1,000,000 due the Central in rentals, based on 35% of gross earnings.

The N.P. countered this claim with sworn reports indicating that during the lease period, 1890-1893, the Wisconsin Central was operated at a loss of \$1,146,316, charging also that the Chicago and Northern Pacific (under W.C. lease 1890-1893) showed a deficit of \$1,304,000!

Contemporary authorities and observers explain, and agree, that the changes and financial maneuvers within the organizations combining the Wisconsin, Central, Chicago and Northern Pacific, and the Northern Pacific have been so numerous and complex as to defy comprehensive delineation, rendering comparisons of earnings and losses unintelligible.



Chapter 12

Main Line Progress

To return to the affairs of the main line in 1886.

Having thrown down the gauntlet to the C.M.&St.P., the Central sought a location near the city of Milwaukee in which to establish their premier number one division headquarters.

In the selection of a site, Finney's choice settled happily upon Waukesha, a beautiful city made famous by White Rock Salurian and Bethesda Spring waters. Here at Waukesha the Central received a hearty welcome and several acres of dry level land within city limits, ample to provide for further expansion. Located 97 miles north of Chicago, and at the west door of Milwaukee, the Waukesha site appeared ideal for present and future requirements.

The newly-completed Chicago, Wisconsin and Minnesota Railroad (the Central's Chicago division) headed by Colby, Abbot, and Finney, dug in at Waukesha. By the end of 1887 the "Great Waukesha Shops" neared completion, five miles of switching and storage tracks laid and a twelve-stall roundhouse built at a cost of about \$300,000.

The new Shops at Waukesha far surpassed those of Stevens Point in size and equipment. Removal of main division headquarters from Stevens Point began in 1886, completed in 1887, leaving a skeleton crew of shop and repair men at the Point to service emergency repairs and breakdowns. The Rip track, however, remained the major freight car repair point until removed to North Fond du Lac in 1900. Stevens Point experienced a heavy loss in the elimination of many railroad operations and in income from trade with railroad families; much may be said, however, of the loyalty of the city to the Central despite the deft hoodwinking it suffered from Phillips and Colby in the "permanent shops" agreement. During the past 15 years the "Point" has grown again in division point value, regaining most of its old time activity and importance, under Soo Line management.

On April 15, 1889, the Abbotsford and Northeastern Railroad Company was incorporated and chartered to construct a line from Abbotsford directly eastward to Wausau, a distance of 35 miles. Right of way was secured in 1888; the purpose of the organization, primarily, lumber operations.

The Abbotsford and Northeastern was completed to Athens (then Black Creek Falls) 15 miles northeast of Abbotsford late in 1889, but never reached its objective terminus at Wausau. Lacking sufficient capital to continue profitable operations, the A.&N.E. enlisted financial aid from the

Central, stimulated by an attractive traffic agreement, thus coming under partial control of the Central.

The 15-mile spur remained a profitable feeder line for the Central and despite the diminishing returns from an exhausted timber territory, the A.&N.E. still operates trains between Abbotsford and Athens on a schedule of three days per week.

In 1899 the Central in combination with the A.&N.E. and the Upham Manufacturing Company of Marshfield extended the line from Athens (or officially Goodrich Junction just south of Athens) to a point in the deep woods 10 miles northward, coming to a halt at the inland hamlet called Goodrich.

From this point extensive lumbering operations fed a constant stream of logs and cut lumber to the Central at Abbotsford until 1933 when the Goodrich extension died of inertia and was abandoned. The original Abbotsford and Northeastern was sold to the Wisconsin Central Railway Company January 29, 1910, and as stated above, is still in active operation.

Heading the A.&N.E. in its early years were:

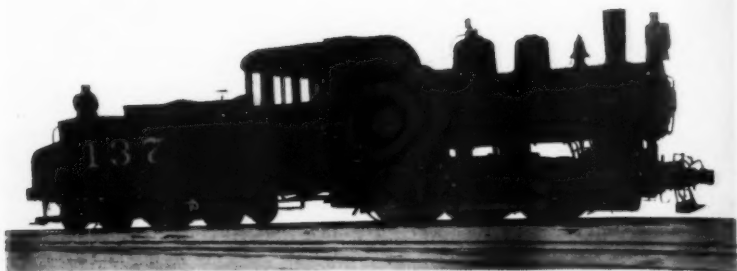
Alfred A. Krause, President	Milwaukee, Wis.
Andrew M. Joys, Vice-President	Milwaukee, Wis.
Max C. Krause, Secretary	Milwaukee, Wis.
Joseph E. Host, Treasurer	Milwaukee, Wis.
Linton Williams, Chief Engineer	Milwaukee, Wis.
Lawrence W. Halsey, Attorney	Milwaukee, Wis.
Charles Helberg, Auditor	Milwaukee, Wis.
Fred Reitbrock, General Manager	Milwaukee, Wis.
George W. Dodge, Traffic Manager	Milwaukee, Wis.
Linton Williams, General Superintendent	Milwaukee, Wis.

In all historical accounts of the Wisconsin Central branch lines north of Stevens Point it is observed that logs and lumber predominate as the main issue. Up to 1890 the lumber industry gained momentum with each year.

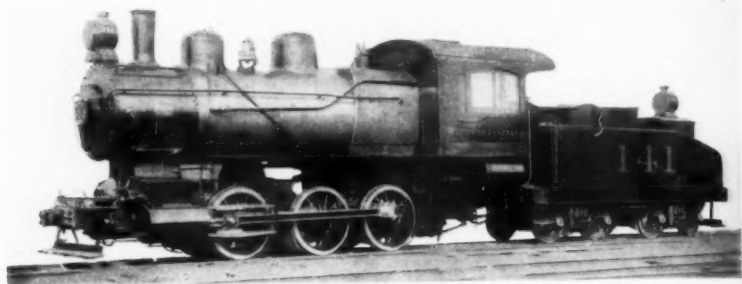
The story of Wisconsin forests is tragic and absorbing. Naturally, the entire northern half of the state was densely covered with pine, hemlock, maple, and other valuable woods. Lumbering operations proceeded without regard to conservation until more than eight billion board feet were cut annually. As the supply was gradually diminished by the wholesale destruction of the forests, the whole northern section of Wisconsin suffered from the loss. Logging and lumber companies moved out or discontinued business after the first rich cuts were gone, and by 1899 the harvest had been reduced to three and one-half million feet. The vanishing point in the industry, reached in 1930, showed an available cut of less than a quarter million feet; a dismal tribute to the authority which permitted the merciless demolition of the state's richest and most beautiful endowment.



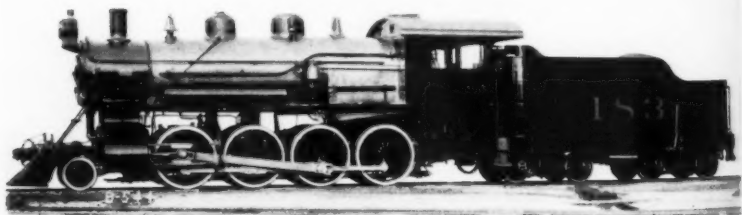
DE LUXE PASSENGER POWER IN THE GAY 90's. One of ten, numbered 201-210, the 201 was the Central's first ten-wheeler, and introduced the chime whistle, air sander, increased boiler pressure. Brooks of 1890, 18 x 24 cyls., 63" drivers, 119,000 lb. engine weight, the 201-210 class headed the heavy express and sleeper runs between Chicago and Stevens Point until 1898. Note shield number plate and scutcheon on tender.



A BOUDOIR CAB ON A LAZY BROOKS; not a fast worker but comfortable for the engine crew, the 137 was one of four switch engines numbered 135-138, built in 1900 and used in yard service around St. Paul and Chicago.



HEAVIEST AND BEST OF THE CENTRAL SWITCHERS. Used continuously for 40 years on Chicago freight transfer runs between Kolze (Schiller Park) and the Stock Yards, Brooks built in 1900 one of five identical engines numbered 140-144 (renumbered Soo 2322-2326).



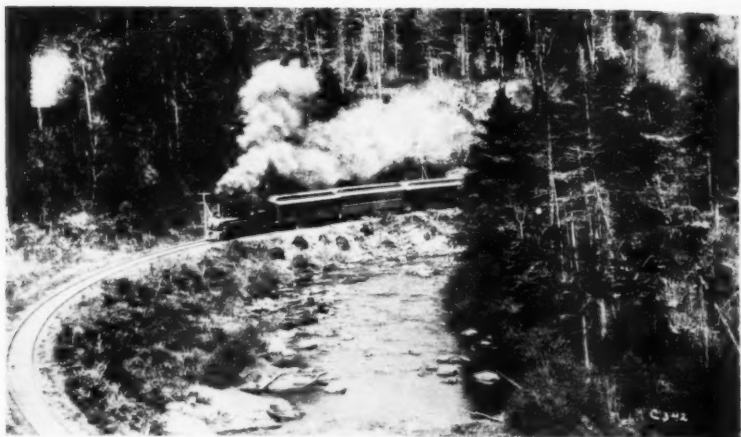
THE HOPE OF THE GENERAL FREIGHT DEPT. at the turn of the century. Twenty-five Brooks Consolidations numbered 160-184 constituted the major freight movers from 1902-1912. Largest Power on the Central up to 1909- 30 tons engine weight, 21" x 26" cyls., 63" drivers. 200 B. P. saturated, later equipped with superheaters.



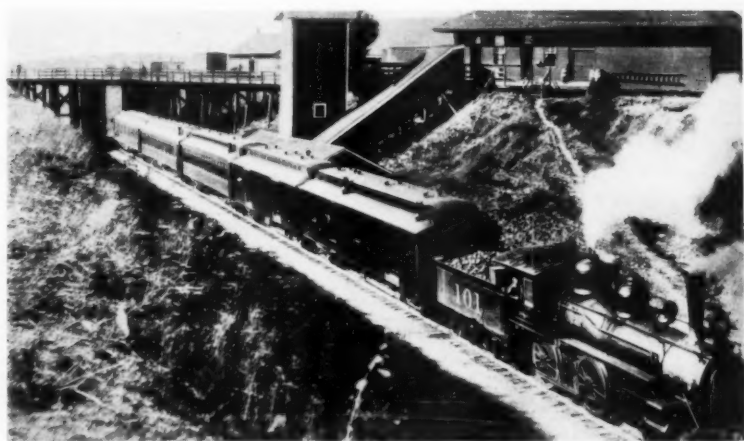
PENOEKE BRANCH TRAIN STOPPING IN IRONWOOD, MICHIGAN. Typical of excursion trains of the nineties, engine 18 and cars are decorated for the occasion.



COLFAX, A TYPICAL STATION ON THE WEST END OF THE WISCONSIN CENTRAL. Picture taken in September 1902 shows the nature of the country, the railroad facilities and the farmers bringing potatoes to be loaded on an afternoon freight. In September and October the streets near the depot were usually filled to capacity as train time approached, waiting for empty cars. Main line on right.



THE 12° CURVE NEAR MELLEN. Showing the nature of the country in the Bad River valley with a local passenger train nearing the bend.



NUMBER 6 AT AMHERST JUNCTION. After Grade reduction of 1900 which accounts for the Green Bay & Western overhead. Engine 101 was a Baldwin 8-wheeler of 1886.

In 1890 the Central's north and west divisions still reaped the profitable revenue from the lumber industry. Wherever there appeared a chance to push a spur or branch into the deep woods, the Central's exchequer seldom failed to produce the means to finance the project.

On the Wisconsin river from Tomahawk southward to Grand Rapids (now Wisconsin Rapids) paper and pulp mills began to push the sawmill slowly into the background.

At Stevens Point and Grand Rapids huge paper mills appeared, as if to compensate for the loss of lumbering activity and to absorb labor in a newer and more complicated work.

Such was the case at Grand Rapids where a group of local lumbermen and paper makers got together to organize the Port Edwards, Centralia, and Northeastern Railroad. Incorporated April 15, 1889, the line was projected from Port Edwards on the river northward to Grand Rapids, thence northeast to Marshfield 29 miles to connect with the Central at the latter point.

It is doubtful if the Central had any financial fingers in the P.E.C.&N.E., and the little road did very well by itself for six years, providing the Central with heavy traffic southbound for Grand Rapids and Port Edwards.

When the 31½ mile Nekoosa Branch was built from Port Edwards to Nekoosa under the corporate name of Marshfield and Southeastern in 1896, one of those mysterious financial maneuvers occurred which brought the 29-mile P.E.C.&N.E. under control of the 31½ mile Marshfield and Southeastern.

The demise of the P.E.C.&N.E. came about on February 14, 1901, the same day the Marshfield and Southeastern was incorporated. On May 1, 1901, the latter was sold to the Wisconsin Central Railway Company.

In 1901 the crusading Chicago and Northwestern succumbed to a mighty urge to parallel the newly-acquired line of the Central from Grand Rapids to Marshfield. Thus, another competition battle was on, lasting until 1937 when the I.C.C. stepped in to referee and decide that the Central must abandon 12 of the 32½ miles of the M.&S.E. and use the C.&N.W. tracks jointly between east Marshfield and west Wisconsin Rapids.

This pool arrangement is still in effect, the Central operating one mixed train each way daily between Marshfield and Nekoosa, hauling pulp wood to the paper mills.

Incidentally, the name Nekoosa is derived from the Winnebago Indian name for the Wisconsin river: "Nikusa"—"Running Water."

Chapter 13

The Gay and Serious '90's

IN the earlier years of railroad expansion involving middle-west roads, probably no compact held greater promise of success than the agreement negotiated by the Wisconsin Central and Northern Pacific in May 1889, which provided trackage rights for the N.P. over W.C. rails between the St. Paul, Ashland and Chicago.

Sources of finance and control of both roads appeared to be centralized, converging upon a practicable design for the ultimate merger of the W.C. with the N.P. Early in 1886 is seen the beginning of gradually increasing reciprocal conclusions in the matter of trains and traffic, and a ripening of managerial confederacy between the two roads.

In 1887, Charles L. Colby, Edwin H. Abbott and Colgate Hoyt, virtual owners and dictators of the Central, further cemented the relationship by joining the N.P. Board of Directors, at the same time retaining their top-control positions with the Central.

On January 15, 1890, the trackage rights agreement was abandoned to clear the deck for a stronger, more comprehensive arrangement in the form of a rental-lease contract, subject to revisal every ten years, in which the N.P. guaranteed payment of 37½% of gross earnings for the use and control of W.C. properties, effective April 1, 1890.

From the W.C. standpoint, such an arrangement with a railroad the size of the N.P. seemed to be a rich opportunity. Here was a great new avenue to success, through which the Central might cash in on an exclusive traffic haul of N.P. tonnage to the nation's greatest railroad center, Chicago.

Conversely, as the N.P. owned no rails south of the Twin Cities (Minneapolis-St. Paul), the line of the Central presented a strategic advantage to the N.P. in the controlled delivery of its traffic to the Chicago market. One of the great rail systems of the Northwest, the Northern Pacific, in 1890, owned and operated 3,775 miles of first-class railroad between Ashland, Duluth, and the Twin Cities westward to the Pacific coast, with a healthy branch to Winnipeg, Manitoba. Tapping the great wheat belts of the Dakotas and Montana, and the vast resources of Washington and Oregon, the N.P. had built well for the future, and enjoyed preeminence in its own territorial sphere.

However, in its eager designs for expansion, the N.P. spread itself wide and thin, and in the 1890 era began to feel the pressure of an avalanche of expense which could not be stemmed by current income

and revenue. Moreover, Jim Hill, of the Great Northern, loomed as a powerful threatening competitor, thus making imperative the Northern Pacific's proposal to stretch out over the Wisconsin Central to the larger and richer southern markets.

To this end, in 1890, it is observed that N.P. atmosphere and policy had generously permeated the W.C. organization, and the exchange of key officials prepared the way toward complete understanding of mutual problems and interests.

With a favorable start, the N.P. lease of the Central moved smoothly into action. Those in control visioned broader activity and greater income, entertaining strong and sound reasons for their belief that the consolidation of interests would alleviate to some extent the financial obligations carried by both roads. Both had been wheeling along on the ragged edge of solvency and the success of the alliance rested in the vital potentials of anticipated revenue. To those financially interested, the main concern centered in the problem of keeping the assets reasonably liquid and the properties legally buoyant.

Of the two roads, the Central appeared to be the tighter organization, but had suffered greatly in its earlier years from maladjustment of control. The Wisconsin Central had been periodically milked and systematically plundered in previous years, and the absentee-landlord system of avaricious control provided a way to drain the coffers upon the least provocation, exacting heavy tribute at the expense of the road and its employees.

In the light of modern railroad practice, one may wonder what spirit sustained the transportation officers of the Central fifty years ago, and what manner of operating men enabled this splendid little railroad to withstand the hard-knuckled exploitation, the hazards imposed by pernicious indifference, and yet remain a going concern.

With these qualifications and handicaps, the W.C.—N.P.—C.&N.P. combination got away to a good start. For two years business was profitable, and the returns fully sustained the judgment of those who promoted the lease.

The formation of the new Wisconsin Central Company now in control of all Central properties provided new sources of financial aid, making possible a consolidation of former loosely-held gains. Under these favorable circumstances the Central made many minor improvements in right of way and buildings, acquired new locomotives and cars and tightened up generally the loose joints in the operating and mechanical departments.

Then, late in 1892 the disastrous effects of the great slump began to take the measure of the alliance. Freight and passenger traffic declined rapidly, most pronounced in the Chicago area and on the southern division. The Northern Pacific, prime mover in the original lease ar-

rangement, again moved first, and swiftly, to escape the responsibilities and obligations incurred in engineering the deal.

On April 15, 1893, the N.P. was adjudged bankrupt and receivers were appointed to manage the affairs of the road. The Central at once pressed claims for payment of rentals then in default by the N.P. On September 27, 1893, by court order, the N.P. lease was terminated and the Central placed in its 1890 status minus, however, its Chicago terminal holdings and the rental money due from the N.P. On September 27, 1893, Receivers Henry F. Whitcomb and Howard Morris were appointed for the Central. Of unusual interest in these proceedings was the appointment of Louis D. Brandeis as Eastern counsel for the Central. In the hands of Brandeis, later Justice of the U. S. Supreme Court, the affairs of the Central were ably administered.

The Central lease of the Chicago & Northern Pacific remained in effect temporarily, pending further efforts to adjust and improve a serious situation in the Chicago area.

A few months later the C.&N.P. slipped into bankruptcy and thereupon the Central terminated its lease of the C.&N.P. but continued to use the facilities on a trackage rental and wheelage basis.

In 1894 the court authorized the Receivers of the Central to issue 6% certificates in the amount of two million dollars, the proceeds of which were to apply on the floating debt. This debt was quickly liquidated and the financial condition of the road thereby considerably improved.

Noteworthy changes in executive and operating personnel of the Central created by the N.P. lease, included the resignation of President Charles L. Colby, and the election of Edwin H. Abbot to fill the vacancy. Colby retired from the field of railroad activity in 1890, and appeared no more in the industry. Gavin Campbell returned to the Central in 1890 as General Superintendent after an absence of five years during which time he directed the operations of the Green Bay & Western as General Superintendent.

The N.P. lease brought to the Central one of the most illustrious figures in all railroad mechanical history—the well-remembered James McNaughton—the canny Scotsman who, in later years, became Vice-President and General Manager of the American Locomotive Company. Formerly a Brooks Locomotive works machinist, later general foreman of the N.P. repair shops, McNaughton came to the Central as Superintendent of Motive Power to assume full responsibility in the performance of locomotives and operation of repair shops.

When McNaughton came to the Central in 1890, the mechanical roster listed 129 locomotives; 72 Baldwin, 51 Schenectady, 4 Manchester, 1 Pittsburgh, and 1 Griggs. From 1890 to 1909, when the Central surrendered its name to the Soo, 111 new locomotives were purchased from

Brooks, the direct result of McNaughton's unswerving faith in his favorite maker of steam motive power.

Mechanically educated in the Dunkirk plant, with accurate precise knowledge of every item and detail in the construction of its product, McNaughton unquestionably established the precedent which placed the Central exclusively in the Brooks power column for twenty years.



Chapter 14

Hazy Retrospection

IN the shadowy days of 1886-1892 now almost forgotten, the liveliest spot on the Central was located at West 40th Street, Chicago.

When the Central obtained control of the Chicago and Great Western in 1886, the latter line, and its subsequent extension by the Central, extended from Altenheim eastward generally paralleling Madison Street to Garfield Park, then swung south to a point on Taylor Street midway between West 40th Street (now Pulaski Road) and Independence Blvd. This piece of railroad was called the North or Old Line.

From West 40th Street the line continued eastward across the Chicago River then north to the Old Polk Street Station.

In the two years following the completion of the Grand Central Station in 1888, a shorter more direct line was constructed by the Central from Altenheim and Forest Park eastward on the right of way of the Present B.&O.C.T. to West 40th Street and Taylor, there creating a junction with the Old Line. This junction point marked the location of the once locally-famous Wisconsin Central "West 40th Street Junction."

Concentrated at West 40th Street Junction were the Central's deluxe varnished rolling stock, passenger handling equipment and locomotives, all directed to the exclusive service of the "silk and patent leather" trade; the hub of the Central's bustling activity in the Worlds Fair years. In and out of West 40th Street Junction shuttled the many suburban trains, interrupted periodically when the more impressive "Main-liners" moved through, heavy with the dignity and aloof superiority of distant travel.

Here the thirty or more passenger locomotives of the Central, the C.&G.W. and the C.&N.P. all bearing Wisconsin Central lettering, taxed the capacity of a large wooden roundhouse erected in 1889. A coaling station, water tank, turntable and machine shop completed the locomotive housing equipment. The coach yard and switch tracks occupied a sizable plot to the west, and car cleaning outfits and crews plied their trade unceasingly in day and night shifts.

Railroad hotels and restaurants quickly followed the establishment of the division point, and West 40th Street Junction enjoyed the quick prosperity of railroad development.

The high point in the Central's interesting venture in Chicago suburban business revolved around the Junction through which some thirty local and ten through passenger trains moved daily. Suburban runs

originated here and were routed alternately over the old and new lines to Franklin Park and Grand Central Station.

East of 40th Street Junction and a bit south was Ogden Avenue Junction, near the point where Ogden and Western Avenues intersect. Here the line branched to the south toward Harvey, Illinois (C.&N.P. railroad property opened in 1893). On the way south from Ogden Avenue Junction across the Ship Canal and located at Western Avenue, and 40th Street was the Central-C.&N.P. freight terminal.

As described previously in these pages, South 40th Street Junction carried the more familiar name of Brighton Yard, situated at the southwest corner of the present McKinley Park, on the location of the existing system of tracks which form the west entrance to the great Central Industrial District.

In the Brighton Yard area the Central and C.&N.P. maintained extensive repair and housing facilities for locomotives in freight service.

The Brighton Yard performed the less spectacular functions of freight traffic which developed permanence and greater revenue but lacked the aristocratic lustre surrounding the old West 40th Street Junction, five miles to the north.

It will be remembered that Chicago boasted of two 40th Streets in the 1890 era, which explains the existence of the two 40th Street Junctions in Wisconsin Central history. 40th Street West has long since emerged as Crawford Avenue, finally Pulaski Road. Brighton Yard on the present 40th Street location still shines in increased glory and railroad value, while the once glamorous West 40th Street Junction has faded into the oblivion of railroad graveyards.



Chapter 15

Kolze

WHEN the Chicago suburban service had expanded to the outlying area west of the city in 1890, the west end suburban runs terminated out in the open prairie at Franklin Park on the main line, fifteen miles by rail from the city lake front.

As settlement progressed at the west side and traffic increased, the Central built a small depot one and one-half miles north of Franklin Park and named the station Kolze (after a local land owner of that name). The depot was erected early in 1890 and in August of that year, a spur track 500 feet in length was constructed to serve as car storage and team track for unloading materials and supplies required in the settlement and upbuilding of the immediate areas. On August 9, 1891, the name of the station was changed to Schiller Park.

Schiller Park, with its one five hundred foot spur, remained unchanged until 1898 when the Central abandoned its old habitat at Grand Central Station and the Brighton freight yards to join with the Illinois Central at the 12th Street Park Row Station and Randolph Street yard.

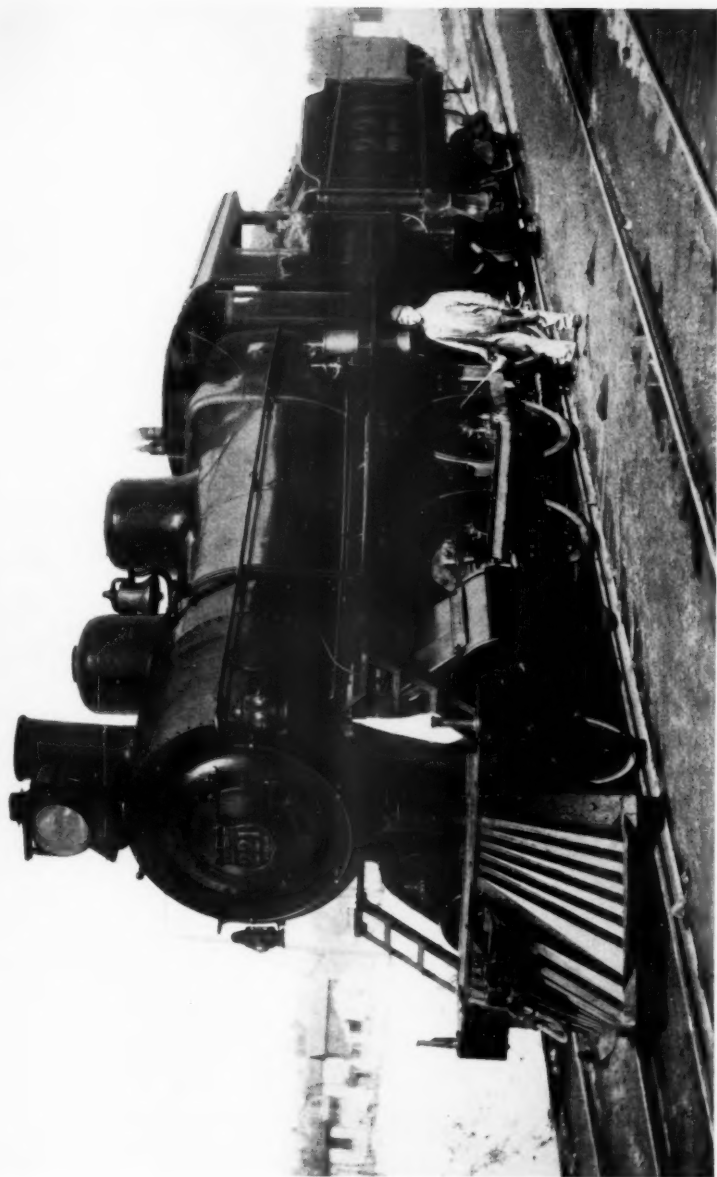
In 1898 Schiller Park came into prominence by the construction there of a freight terminal yard designed to handle the entire freight requirements of the Central in the Chicago district.

Strangely enough, on November 16, 1898, the name of the station was changed from Schiller Park to its original name of Kolze. (Explanation of this reversal of names may be said to be in a rumor pertaining to a gift of land for the location of the yard with a reciprocal perpetuation of the original name.)

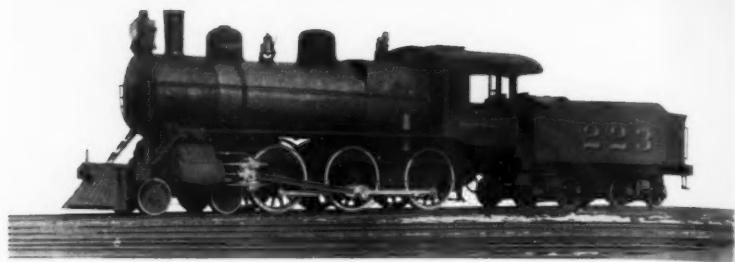
The enlargement of Kolze as a permanent freight terminal and division point brought the usual facilities for housing and servicing locomotives. A five-stall roundhouse, pumping station, and tank and a coaling station grew there in 1898. The yard, consisting of a switch lead and four tracks about a mile in length, paralleled the main line on the west. A wide wye swung out eastward from the roundhouse, with a long extension to the bank of the Des Plaines River.

North of the roundhouse a small car repair yard and a plant for icing refrigerator cars were added to improve the terminal facilities.

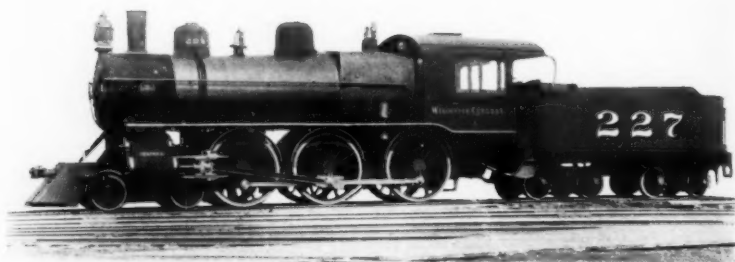
The Kolze location, with level land readily available and low priced, became of greater value to the road as years passed. In 1903 the yard facilities were greatly improved and the car capacity doubled by construction of five additional tracks of maximum yard length. Enlargement



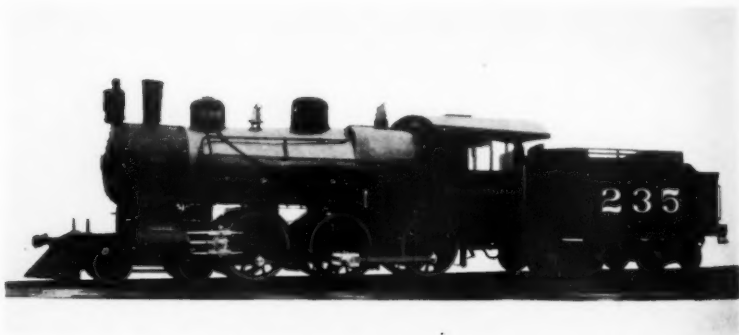
A NEW ERA IN MOTIVE POWER, the first heavy engines on the Central. Built and delivered by Brooks in 1898. With BELPAIRE Boiler, piston valves, 20" x 26" cyls., 63" drivers, 200 lb. boiler pressure, the 221-225 class solved the time freight problem with ease and distinction. Photo taken at Slinger in 1898. Engineer Arthur Willett, later traveling Engineer, became Mechanical Representative of Brooks Locomotive Works under Jas. McNaughton.



BROOKS OF 1898, 20 x 24 cyls., 63" drivers, 200 lb. B. P., 149,000 lb. engine weight; used in freight service only.



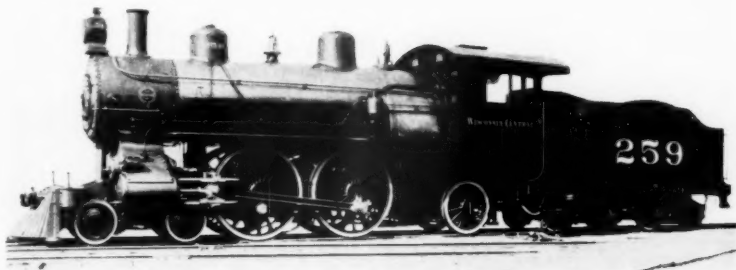
McNAUGHTON'S CHALLENGE TO THE NORTHWESTERN. To bid for the Chicago-St. Paul passenger business, the Supt. of Motive Power had Brooks build the 227-230 series in 1898. Wt. 150,000 lb., 69" drivers, 19 x 26 cyls. They made history on heavy night trains No. 3 and 4.



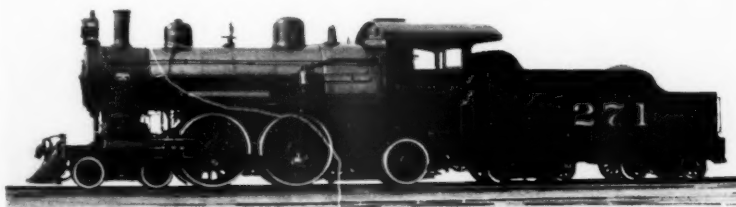
FRESH AND NEW IN 1899, the 235 with six identical engines, numbered 231-237, rolled into Waukesha from Brooks, to take the lead in time freight runs. Same specifications as the 221-226 group, these engines have been among the most durable and reliable performers on the roster. Many are still going strong in ore, lumber, and branch line service at the North End.



GLUTTONS FOR PUNISHMENT, the hard working Brooks of 1900. One of four, numbered 238-241, slightly heavier than the 235 but of the same stature and mold. Tender capacity, 10 tons of coal, 4,500 gallons of water.



THE GREYHOUND OF THE CENTRAL, Brooks Atlantic or "Shanghai," like 257-266 delivered in 1902 for fast passenger service.



THE FASTEST OF W. C. ENGINES. Last number on the roster and one of the group 267-271, same specifications as 257-266 but of later design. Delivered 1905.



A DEPENDABLE BROOKS TEN-WHEELER OF 1890, converted to 4-4-0 with 73" drivers in 1904 at North Fond du Lac Shops, by Fred Menzel, Supt. of M.P. Rebuilt to handle the new "Waukesha Special," a fast three stop summer train between Chicago and Waukesha. Renumbered Soo 2040 in 1909, the 207 was used on various light passenger trains until scrapped in 1916.



HIGHBALLING AN EXTRA FREIGHT through Hewitt sag in 1910. Renumbered Soo Line 2403, the old W.C. 163 Brooks Consolidation was built in 1903 for fast time freight service.

of the roundhouse, the erection of a larger modern coaling station, and a rebuilt office and depot combined to place Kolze in the list of primary division points.

Regularly assigned train and engine crews on transfer runs between Kolze and Chicago came to accept Kolze as a permanent home, and the village soon sprouted a post office, a store or two, and a score of dwellings. Foremost among the landmarks was the railroad hotel, owned and operated by the Central, famous in fact and tradition as the "Beanery."

All southbound freight trains came to a halt at Kolze to be switched and reassembled for specific deliveries within the city of Chicago. North-bound freight runs took form here. Even the high-rolling passenger runs gave Kolze a curt nod of acquaintance, pausing momentarily to take coal and water.

Thus, Kolze developed and grew to be one of these indispensable strongholds where the strenuous unpolished phases of railroad freight traffic are ironed out by methodical efficiency, obscure and monotonous in operation, but vital to railroad livelihood.

Kolze (Schiller Park) has always been strictly a switching and car storage yard, without warehouse facilities for handling or transferring less carload shipments.

Again on February 15, 1926, Kolze underwent another change of name. No longer isolated and with a broad paved highway expanding its usefulness, civic pride discarded plain Kolze and chose the more dignified name of Schiller Park, its official designation since 1926.

In 1929 under Soo management Schiller Park terminal was extensively overhauled and rehabilitated. It now ranks among the best of Chicago's hinterland yards.

GREENWOOD

Of the three competing lines between St. Paul and Chicago in 1891, the Wisconsin Central line covered 460 miles, the C.M.&St.P. 410, and the C.&N.W. 396. The passenger trains of the three operated on about the same time schedules but with the longest mileage, the Central was compelled to run at higher speeds and use every advantage to overcome the handicap. Incidentally, after Superintendent of M.P. James McNaughton had learned his way about on the Central in 1891, his first observation was to the effect that the Central operated its passenger trains on faster schedules than any other railroad in the region—too fast for his own peace of mind. Nevertheless the N.P. continued to apply pressure to bring about better service and shortened running time between St. Paul and Chicago.

In the attempt to whittle down some of the excess mileage on the main line, the long-discussed Marshfield cut-off came to life in 1891. When complete, the proposed sixty-mile short line between Marshfield

and Chippewa Falls would reduce, by about fifteen miles, the distance between St. Paul and Chicago, and would eliminate the hilly undesirable Abbotsford section as a primary route.

The right of way of the cut-off was projected in a northwesterly direction from Marshfield through the village of Greenwood to Bateman, five miles east of Chippewa Falls. The construction contract was awarded to S. A. Harrison & Company of Ashland, Wisconsin, and ground was broken at Greenwood early in 1891. In July 1891 that section between Marshfield and Greenwood was completed and opened for traffic. Before the project could be completed from Greenwood to Chippewa Falls, the financial depression of '92 hit the Central and totally obscured the short-line vision. The main-line cut-off never matured to completion beyond Greenwood, and the 22½ mile section between Marshfield and Greenwood fell heir to the name of Greenwood Branch.

Since 1891 the Greenwood Branch has sustained its worth in the transportation of forest products, and until the advent of highway travel, supported four passenger trains daily. Despite these present-day railroad handicaps, the Branch still operates one mixed train daily each way between terminals.



Chapter 16

Side Issues

IN the period 1890-1900 several minor relocations of track were made on the Chicago division, the longest of which greatly improved the grade at Mundelein (formerly known as Area, Rockefeller and Sheldon). Other relocations were made in the Antioch sector before 1900. Extended passing tracks were added between Antioch and Loon Lake and at Des Plaines, and a coaling station established at Lake Villa.

In 1903-1904 the main line was double-tracked between Altenheim and Kolze, six miles, and in 1905 the double track was extended from Kolze to Wheeling, thirteen miles. The section Altenheim to Wheeling, nineteen miles, remains the longest piece of double track on the road.

Beginning about 1890 the Wisconsin Central, like other nearby railroads, started construction of spur tracks leading from the main line to certain small spring-fed lakes in northern Illinois and southern Wisconsin.

Huge ice houses were built on the shores of these lakes to meet the road's refrigeration needs in both freight and passenger traffic, as well as storage. Railroad hotels were erected for the accommodation of some hundreds of men engaged in the road's winter ice harvest, a large portion of which was taken by the Knickerbocker Ice Company of Chicago. By the summer of 1896, so important was the industry that the Wisconsin Central alone brought forty cars of ice to Chicago daily, increasing in 1906 to one hundred and twenty carloads daily. The longest and the most unusual of these ice spurs branched from the main track north of Antioch, continued westward parallel to the Illinois state line and only a few feet from it, for a distance of 1.35 miles, then south and southwest 2.5 miles to Lakes Marie and Catherine. Shorter spur tracks were constructed at Taylor, Diamond and Loon Lakes; and the two largest houses were located in excellent positions on the west and north shores of the latter. The advent of other types of refrigeration gradually reduced the road's procedure, until by 1925 the huge buildings were razed or sold, and the location of the tracks is now all but forgotten.

One other extension or spur track should be mentioned. This was built in the earliest days of the road (about 1888) and extended 1.85 miles east from the main line near Wheeling, crossed the Des Plaines River near the Cook County line, and tapped a supply of fine clean sand and gravel at the Wheeling gravel pit. The spur was served by a very unusual type of cast metal bridge. About 1910 the extension fell into disuse, and was

finally abandoned altogether, although not until the nearer segment had served as a wye for a number of years.

The matter of crossings established with other roads in the area outside the Chicago suburban zone was simple, since only three were necessary at the start: Chicago & North Western at River Forest; Chicago & North Western at Des Plaines; Chicago, Milwaukee, & St. Paul at Franklin Park.

The first was built as a two-level crossing in 1886, the others originally at grade.

As other railroad lines were projected from the Chicago zone in later years, the following crossings, at grade, were established:

Elgin, Joliet & Eastern in 1890, at Leighton (an important freight interchange point).
Chicago, Milwaukee & St. Paul in 1900, two miles south of Grays Lake.
Chicago & Northwestern in 1912 at Des Plaines.

At the close of the year 1891, twenty years after its modest beginning, the Central attained the dignity of the name "a thousand-mile railroad," the mileage of which is indicated in the accompanying chart, under various classifications.

Owned—570 miles, first-class main line.
Owned—180 miles, second-class branch lines.
Owned—50 miles, spurs to industries.
Owned—130 miles, sidings, connections, and commercial tracks.
Leased—11 miles, Chicago & Northern Pacific.
Trackage rights—53 miles, C.M.&St.P., St.P.M.&M. (G.N.)

Since the Central owned no terminals in the large shipping centers in 1891, terminal facilities were provided by other roads, as shown in the following column:

In Chicago—Chicago & Northern Pacific under W.C. lease.
In St. Paul—St. Paul, Minneapolis & Manitoba (G.N.) and the Northern Pacific.
In Minneapolis—St. Paul, Minneapolis & Manitoba (G.N.)
In St. Paul—Minnesota Transfer Ry. Co.—Freight only.
In Portage—C.M.&St.P.
In Milwaukee—C.M.&St.P.
In Eau Claire—C.St.P.M.&O.
In Ashland—Own terminal.

In 1892, the 719 miles of main and branch lines, excluding the Greenwood branch and Penokee spurs to mines, involved interesting topographical aspects, some of which still exist, others eliminated as progress and safety required.

Number of curves—612
Mileage of curves—148 miles
Mileage of tangent track—571 miles
Mileage of level track—159 miles
Number of ascending grades—578
Total feet in ascents—8399 feet
Aggregate length of ascending grades—267 miles
Number of descending grades—567

Total feet in descents—9161 feet
 Aggregate length of descending grades—292 miles
 Type of ballast—Native gravel
 Weight of steel rails, main line—60 lb.
 Weight of steel rails, branch lines—56 lbs.

The mechanical equipment of the road at this time is worthy of brief mention:

Locomotives, passenger	35	Westinghouse air brake
Locomotives, freight	94	Westinghouse air brake
Locomotives, switch	18	Westinghouse air brake
Locomotives, switch	1	American Vacuum brake
Locomotives, switch	1	Eames Vacuum brake
Passenger Cars, 1st class	42	
Passenger Cars, 2nd class	22	
Combination passenger cars	10	
Dining Cars	4	
Parlor Cars	5	
Sleepers (1/2 interest)	14	
Baggage, Express & Mail	33	
Private Official Cars	2	
Total	132	Westinghouse Air brake, Miller couplers.

All Wisconsin Central road locomotives, except the 21 Baldwin moguls, road-numbered 108-128, were designed for use in either freight or passenger service.

The 35 locomotives listed here specifically as passenger engines were the cream of the roster, regularly assigned to that service.

The freight equipment list reveals a large increase in number of cars, about three-fourths known as "non-airs."

Box cars	3453
Flat cars	748
Stock cars	300
Coal Cars	264
Tank Cars	4
Refrigerator Cars	25
Ore, gravel, gondolas, etc.	1736
Steam derrick	1
Pile drivers	2
Caboose	72
Service cars	42
Total	6579—Janney couplers 6528, Drexel 51

Equipped with air brake	1768
Total cars owned	6827
Total equipped with air brake.	1900

The number of employees during 1891-1892 averaged about 2860, with a total annual pay roll of \$1,400,000. A goodly portion of this sum was distributed at Waukesha and Stevens Point, the two major division points. The old pay-car with its load of coin of the realm continued to be the most important piece of rolling stock on the road, and all railroad business

in the vicinity came to a standstill while the men struggled hilariously to get into the line when the pay-car rolled in on its monthly jaunt.

Of the 2860 employees, 98 were listed as station agents, 163 as brakemen, 134 as firemen, 89 as conductors, and 119 locomotive engineers.

Incidentally, the average daily compensation for engineers in 1892 was \$4.36—the highest of any road in the state.



Chapter 17

The Doldrums

In those intensely interesting days when railroads were expanding rapidly and on the way up, a sure criterion of any road's traffic volume was shown in the number of locomotive firemen and train service brakemen promoted to positions as engineers and conductors.

In the late 80's the Central promoted or hired about thirty engineers annually and a like number of conductors.

A brief examination of the old rosters of the Central of 1892-1896 reveals a story of lean years and hard times, without a single employee advancement during that period.

The road was in the doldrums. In roundhouse and yard office the "Extra List" of enginemen and trainmen overflowed the board. Locomotive and car repair shops operated with reduced forces, track maintenance crews, the "section gangs" were few and far between, and limited to four men each. The Bridge and Building Department made only emergency repairs and the shelves of the storerooms held a minimum of supplies.

For seven years 1891-1898, the locomotive roster remained stationary. From 1893 to 1897 freight and passenger car lists failed to show any newcomers, the "Rip tracks" were loaded with "Bad Orders" and the storage tracks along the line were crowded with "loafers."

This was the situation facing Henry F. Whitcomb when he came to manage the affairs of the Central in 1893. Appointed Receiver of the road by court order, Whitcomb was quickly elected General Manager upon the retirement of S. R. Ainslie, who remained with the Chicago & Northern Pacific as Vice-President and General Manager.

Whitcomb was General Manager of the Milwaukee Lake Shore & Western when that road was absorbed by the C.&N.W. in 1893, a particularly fortunate circumstance, which made him available to the Wisconsin Central in the rather crushing emergency attending the termination of the N.P. lease, when the Central appeared to be swamped and headed for certain dissolution.

To the skillful management and wise counsel of Receivers Whitcomb and Morris may be ascribed much of the success achieved in bringing the Central through its most crucial experience.

It is quite obvious that the years 1893-1897 were devoid of expansive movements on the part of the Central. Strict economy governed all schedules and policies; every employee from Whitcomb down extended his best efforts to assist in the recovery of the convalescent railroad. At the

end of 1897 the general aspect had improved and the organization appeared to have regained its stride and some of its assurance.

Directors and Executives elected in November 1896: Directors, Alpheus Hardy, E. B. Greenleaf, George B. Brackall, Frederick Abbot, Howard Morris, Jos. H. Wellman, H. Mitchell, Phillip S. Abbot, Rowland Hazard, Chas. R. Batt, Geo. W. Johnson.

OFFICERS

Alpheus Hardy, President
 H. F. Whitcomb, Vice-President and General Manager
 Howard Morris, General Counsel
 Frederick Abbot, Second Vice-President and Treasurer
 Robert Toombs, Auditor
 Sumner J. Collins, General Superintendent
 Robt. B. Tweedy, Chief Engineer
 J. C. McKinnon, General Freight Agent
 T. A. Price, Assistant Freight Agent
 James C. Pond, General Passenger Agent
 James McNaughton, Superintendent of M.P. & Cars
 W. H. Killen, Industrial and Land Commissioner
 J. J. Callahan, Superintendent Bridges and Buildings
 C. P. McAdam, Superintendent Dining Cars & Commissary
 Fred J. Hawn, Superintendent of Telegraph

The road continued to be operated by Receivers Whitcomb and Morris.

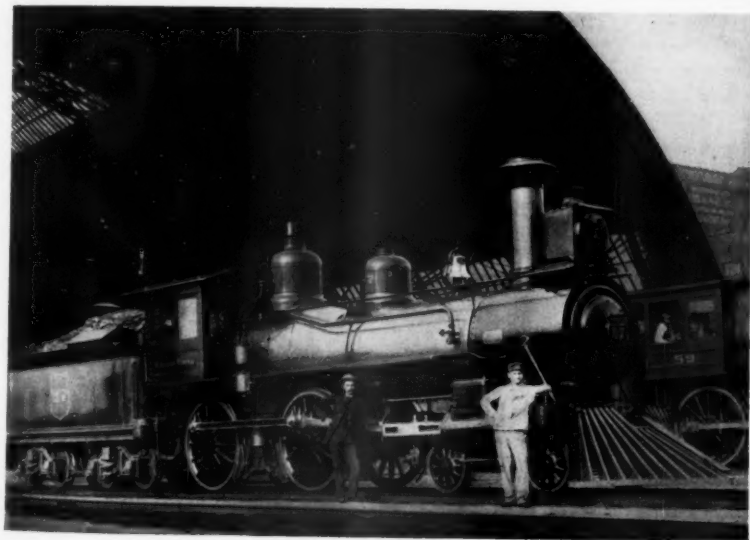
Edwin H. Abbot retired from the presidency of the Central in 1896 to assume personal supervision of his legal practice in Cambridge, Massachusetts.

In 1897 Burton Johnson was appointed General Freight Agent. Many Wisconsinites well remember Burton Johnson with deep admiration for his ability as the Central's outstanding ambassador of commerce.





THE ACE DIVISION POINT, WAUKESHA, 1898. View looking north showing yards and shops. Note lettering on tender and old stub switches.



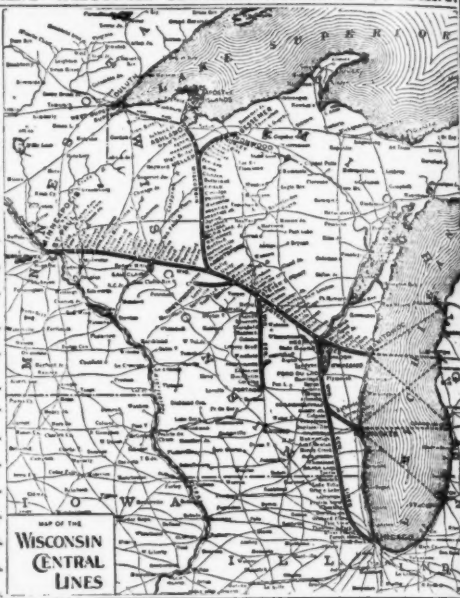
A SCHENECTADY MASTERPIECE framed in the arch of Grand Central Station, Chicago, about 1895, ready to head north with passenger train No. 5. Her regular engineer, Jim Glover at main rod; fireman Bobby McClure at pilot. Built in 1886 and placed in passenger service on Chicago division when road was opened during that year.

WISCONSIN CENTRAL LINES

WISCONSIN CENTRAL COMPANY—WISCONSIN CENTRAL RAILROAD COMPANY.

M. F. WHITCOMB, { Secretary.
HOWARD MORRIS }

H. F. WHITCOMB, Gen. Manager, Milwaukee, Wis.
HOWARD MORRIS, Gen. Counsel, Milwaukee, Wis.
THOMAS H. GILL, Attorney, Milwaukee, Wis.
EDWIN H. ABBOT, Treasurer, Boston, Mass.
FREDERICK ABBOT, Asst. Treasurer, Milwaukee, Wis.
W. B. HAWDOCK, Cashier and Paymaster, Milwaukee, Wis.
MONT. TOOMBS, Auditor, Milwaukee, Wis.
JOHN A. WHEALING, Purchasing Agent, Milwaukee, Wis.
SUMNER J. COLLIER, Gen. Superintendent, Milwaukee, Wis.
MONT. E. TRENDY, Chief Engineer, Milwaukee, Wis.
ANDREW BROWN, Superintendent Motive Power and Cars, Waukegan, Wis.
WM. PERCY, Master Car Builder, Stevens Point, Wis.
J. J. CALLAHAN, Supt. Bridges and Buildings, Stevens Point, Wis.
G. F. MOADAM, Supt. Dining and Parlor Cars, Chicago, Ill.
MURTON JOHNSON, Gen. Freight Agent, Milwaukee, Wis.
G. E. WILSON, Asst. Gen. Frt. Agent, Milwaukee, Wis.
J. A. TALBOT, Asst. Gen. Frt. Agent, Milwaukee, Wis.
L. W. WOOD, Division Freight Agent, Oakbrook, Wis.
JAS. G. FORD, Gen. Passenger Agent, Milwaukee, Wis.
W. H. EILLEN, Industrial Commissioner, Milwaukee, Wis.
H. G. HARR, Car Service Agent, Milwaukee, Wis.



Map of the
WISCONSIN
CENTRAL
LINES

REPRESENTATIVES OF TRAFFIC DEPARTMENT.

C. O. OWATIM, Gen. Eastern Agent, 261 Broadway, New York.
W. F. JANOWITZ, D. P. A., 319 Equitable Bldg., Baltimore, Md.
WM. T. PRATT, Gen. Agent, 621 Park Building, Pittsburgh, Pa.
V. L. FREELAND, Gen. Agent, 48 Carver Building, Cincinnati, O.
TOM D. CAMPBELL, D. P. A., Saginaw (W. S.), Mich.
H. W. STEINHOFF, D. P. A., 230 Clark Street, Chicago, Ill.
FRED. J. FREIGHT, Gen. Agent, C. P. & T. A.,
O. K. THOMPSON, C. P. & T. A.,
CLAUDE C. HILL, D. P. A.,
W. A. CARLTON, Comm. Agt., 100 Wisconsin St., Milwaukee, Wis.
C. D. HARPER, D. P. A., Colby & Abbot Bldg., Milwaukee, Wis.
W. F. LORD, Gen. Agent, 373 Robert Street, St. Paul, Minn.
HERMAN BROWN, C. P. & T. A.,
H. J. BERGEMAN, D. P. A.,
GEO. T. HUEY, N. W. F. A., 230 Nicollet Ave., Minneapolis, Minn.
V. C. RUSSELL, C. P. & T. A.,
W. M. STEPHENSON, Gen. Agt., 450 W. Superior St., Duluth, Minn.
C. M. WINTER, Gen. Agent, 109 Sixth Avenue, Helena, Mont.
J. A. CLOKE, Gen. Agent, 245 Stark Street, Portland, Ore.

THROUGH CAR ARRANGEMENT.

Berths in Sleeping Cars on Train No. 1, leaving Chicago at 2 a. m., can be occupied by passengers at \$50 p. m., if so desired.

No. 1 runs daily from Chicago and Milwaukee to Minneapolis and Ashland, has Pullman Vestibule Café Sleeper from Chicago to Minneapolis; Through First and Second Class Coaches from Chicago to St. Paul and Minneapolis.

No. 2 runs daily from Minneapolis and Ashland to Milwaukee and Chicago, has Pullman Vestibule Café Sleeper from Chicago to Minneapolis; Through First and Second Class Coaches Minneapolis to Chicago, and First Class Coach Ashland to Milwaukee.

No. 3 runs daily from Chicago and Milwaukee to Minneapolis and Duluth, has Through Pullman Vestibule Sleepers from Chicago to St. Paul and Minneapolis, Milwaukee to St. Paul and Minneapolis, Chicago to Duluth. First and Second Class Coaches Chicago to St. Paul and Minneapolis. Dining Car service on this train serving supper between Chicago and Waukegan.

No. 4 runs daily from Minneapolis and Duluth to Milwaukee and Chicago, has Pullman Vestibule Sleepers from Minneapolis and St. Paul to Chicago, Minneapolis and St. Paul to Milwaukee, Duluth to Chicago. First and Second Class Coaches Minneapolis and St. Paul to Chicago.

Chicago. Dining Car service on this train serving breakfast between Waukegan and Chicago.

No. 5 and 6 run daily, except Sunday, between Chicago and Milwaukee and Eau Claire, have First and Second Class Coaches between Chicago and Eau Claire. Through First Class Coach between Milwaukee and Stevens Point.

No. 7 and 8 run daily, except Sunday, between Chicago and Milwaukee and Menasha, have Parlor Car and First and Second Class Coaches between Chicago and Menasha. First Class Coach between Milwaukee and Stevens.

No. 12 and 14, which run daily between Chicago and Waukegan, have First and Second Class Coaches between Chicago and Waukegan.

For Trains Nos. 1 and 4, daily: Nos. 1 and 2 on Sundays; connections are made at Menasha with Lapidgrin's Omnibus Line for passengers to and from Menasha.

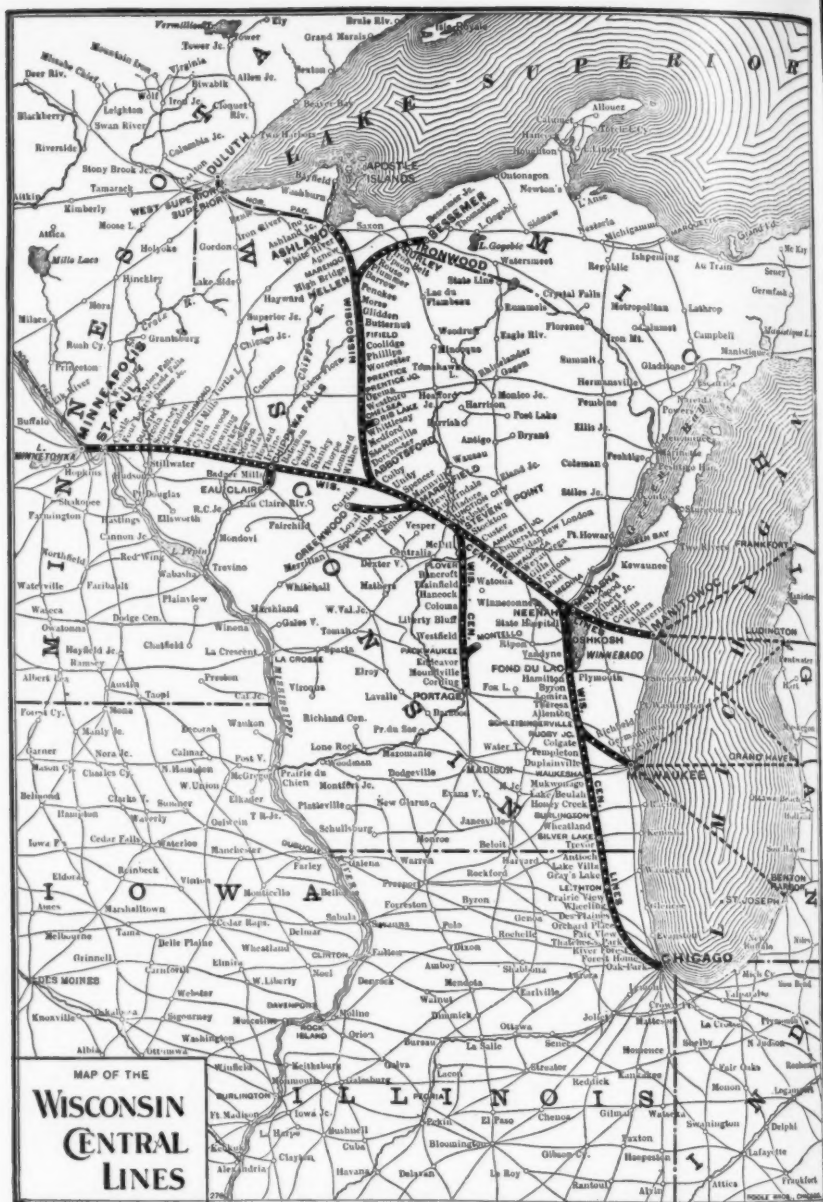
Meals in Dining Car are served a la carte. Lunch counters are located at the following stations, where trains stop a sufficient length of time to enable passengers to secure a lunch: Waukegan, Abbotsford, Stevens Point, Menasha.

NOTE.—The companies represented herein do not guarantee to run their trains upon the scheduled schedule, but reserve the right to vary their runs without notice.

REPRESENTATION IN THE OFFICIAL GUIDE, 1898. These pages show the line before the corporate reorganization during the first occupation of the Grand Central Station in Chicago. The Duluth sleeper was handled over to the Northern Pacific from Ashland. The General Offices were still in Milwaukee.

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MAP OF THE WISCONSIN CENTRAL ABOUT 1900. Showing the road as it was before the building of the Duluth-Superior line.

Chapter 18

Seagoing Freight Trains

IN 1895 an organization known as the Manitowoc Terminal Company quietly purchased all the available land around the river on the flats west of the town of Manitowoc, Wisconsin. The Manitowoc Terminal Company was an undercover subsidiary of the Central, its ownership and purpose remaining unknown to the public until after the required land had been secured.

It was then disclosed that the Central proposed to build a branch line from Hilbert Junction, making Manitowoc the terminal and distributor for certain heavy freight traffic then in process of establishment.

Manitowoc is 42 miles directly east of Menasha. Located on Lake Michigan, with a good harbor, warehouses and docks, Manitowoc had built up an extensive lake shipping business accompanied by active boat-building interests, dry docks, and boat repair yards.

The plan for a railroad connecting Menasha and Manitowoc had been agitated periodically since 1850, probably more frequently and by more organizations than any project in the state. Beginning with George Reed in the fifties, various promoters rose and stumbled to failure over this plan. And in the meantime, the C.&N.W. enjoyed a tight monopoly on the Manitowoc rail traffic.

Now in 1895 the Central divulged a plan that worked. Edwin H. Abbot, President of the Central since 1890, and an authority on corporation law, was an avowed exponent of the principles of railroad alliances. In 1894-1895, we find Abbot with Wm. W. Crapo, President of the Flint and Pere Marquette Railroad, making exhaustive studies of grain movements from the west to the eastern markets, and of West Virginia coal tonnage to the west.

Abbot and Crapo finally evolved the first practical plan for ferrying freight trains across Lake Michigan—60 miles of deep rough water—an innovation in box car transportation.

In connection with its railroad business the Flint & Pere Marquette owned and operated a fleet of steamers which plied the Great Lakes serving primarily the ports located on F.&P.M. rails. Crapo of the F.&P.M. had completed designs for a huge broad-beam freight car ferry with four parallel tracks capable of accommodating forty standard cars. This design as worked out has been used on all succeeding ferries.

Ingenuous blocks and clamping devices were designed to hold the freight cars rigidly upright on the rails in rough weather. Loading the cars on the ferry would be accomplished by the use of a hinged apron on the loading

dock or slip, maintaining constant contact with the boat deck rails at all levels.

In their mutual designs and plans, Abbot and Crapo pioneered the car ferry scheme and were first to establish that method of transportation. In the agreement between the Central and Flint & Pere Marquette, the Central east-bound freight cars emanating from north and west terminals were to be delivered to the car ferry at Manitowoc. Likewise, the F.&P.M. agreed to deliver their westbound carloads to the Central at Manitowoc via the car ferry route from Ludington, Michigan. In further support of the agreement, the Central negotiated contracts with certain grain shippers and flour millers in Minneapolis wherein fast freight train schedules would expedite such shipments to the east in conjunction with the F.&P.M.

In this series of plans and arrangements the purpose of the Manitowoc extension is explained and some light thrown on the secretive acquisition of land on the west side of the town by the Manitowoc Terminal Company.

The Manitowoc branch project began under the name of the Manitowoc & Western Railroad Company, incorporated May 25, 1895, chartered to build a line from Hilbert Junction to Manitowoc, a distance of 27 miles, generally eastward. Construction actually began in April 1895 under contract with Evans and Richards Company of Minneapolis. On July 12, 1895, the Manitowoc & Western Railroad was sold to the Milwaukee & Lake Winnebago Railroad Company, one of the major constituents of the Wisconsin Central System.

More than a year's time was consumed in building the 27 miles of road from Hilbert Junction to Manitowoc. Immediately west of Manitowoc where the prehistoric bank of Lake Michigan rises abruptly for several hundred feet, a huge cut necessitated the removal of vast quantities of earth to obtain a workable grade down to lake level. Other earth work of major proportions in the vicinity slowed progress and it was not until May 1, 1896, that the job was finished. A new jackknife draw bridge solved the problem at the Manitowoc River and completed the Central connection to Menasha and the main line. On June 24, 1896, the first passenger train from Menasha entered Manitowoc in charge of Conductor Bernie Scott and Engineer Nolan, and the line was formally opened July 2. Passenger train service on the Branch provided for two regular trains each way between Menasha-Neenah and Manitowoc.

By a strange coincidence, the first Central engine to enter Manitowoc was the little Manchester No. 42, the same engine that hauled the first train into Chicago in 1886.

Early in 1896 the Central obtained trackage rights over the C.M.&St.P. between Menasha and Hilbert Junction, 14.3 miles. This agreement provided timely aid and convenience in construction of the Manitowoc line, and thereafter assured uninterrupted access to its own rails at Hilbert

junction. On July 1, 1899, the Central purchased one-half interest in the line between Hilbert Junction and Menasha, a joint ownership which exists today with train operation under C.M.&St.P. rules.

In the construction of the Manitowoc Branch, no Central employee evinced deeper interest or maintained closer contact with the work than A. R. ("You're Fired") Horn, Superintendent of the Southern Division. It was here that Horn's steam hobby horse, the home-made open-face inspection car with Horn at the throttle, became a signal to all hands for a resumption of feverish activity and stern application to duty.

While the Central steam-shoveled the Manitowoc branch line into tangible form, President Crapo of the F.&P.M. built the famous car ferry, the "PERE MARQUETTE." The stout old ship made her maiden voyage February 17, 1897, and her successful performance fully confirmed the utility and value of the Abbot-Crapo plan.

As an ice-breaker and pioneer long-distance carrier of freight trains, the PERE MARQUETTE became a unique institution on Lake Michigan, and her early cargo lists tell of thousands of cars put on board by the Central at Manitowoc for delivery to Flint & Pere Marquette rails at Ludington.

Later the car ferry distribution of Central cars widened to include connections with the Big Four Railroad at Benton Harbor and the Ann Arbor Railroad at Frankfort, Michigan.

For many years following 1897, the Central handled solid trains of flour and western wheat from Minneapolis to Manitowoc via Menasha on airtight time schedules, and all except first-class passenger trains "went in the hole" to clear the track for the "high-ball flour runs."

Statistical records of 1896-1899 indicate that the Wisconsin Central Company controlled and operated the entire Central System, and owned certain portions of the line as follows:

Chicago (Forest Park) to Schleisingerville	114.33 miles
Abbotsford to Trout Brook Jct. (St. Paul)	156.90
Mellen to Bessemer, Michigan	33.69
Chippewa Falls to Eau Claire	10.25
Ashland Yard and Ore Dock line	2.11
Spurs to Industries	70.66
Side tracks	81.00
Total owned and operated	468.94
Trackage rights over foreign roads	27.00
Total operated	495.94

The Wisconsin Central Railroad Company in legal status owned the remainder of the System; namely,

Schleisingerville to Neenah	65.26 miles
Neenah to Ashland	249.20
Stevens Point to Portage	70.75
Marshfield to Greenwood	22.42
Chelsea to Rib Lake	5.33

Packwaukee to Montello	7.67
Hilbert Junction to Manitowoc	27.37
Menasha to Hilbert Junction (one-half interest)	14.30
Menasha-Neenah Yards and Connections	3.00
Ashland Commercial Dock line	1.39
Spurs to Industries	80.00
Side tracks	77.00
Total owned	623.69
Trackage rights over foreign roads	29.00
Total operated	652.69
GRAND TOTAL OPERATED	1148.63 miles

In review of the corporate structure of the Central during the period 1887-1899, it may be difficult to understand the complex situation created by the contemporary existence of the Wisconsin Central Company and the Wisconsin Central Railroad Company, both having a hand in the control and operation of the same road. The significance of the dual ownership may be more readily construed if it will be remembered that for many years the Central had been in default in payment of certain obligations, particularly the interest on bonds.

To protect their interests the majority stock and bond holders, in the various units comprising the Wisconsin Central System, joined forces in 1887 and acquired full ownership of all except two units; namely, the Wisconsin Central Railroad Company and its leased line, the Milwaukee & Lake Winnebago. Thus, the new Wisconsin Central Company was formed, and by virtue of this ownership, the Wisconsin Central Company, in July 1888, entered upon actual possession, operation, and management of the entire Wisconsin Central System. The new Wisconsin Central Company also secured controlling interest in the Wisconsin Central Railroad and the Milwaukee & Lake Winnebago Railroad, but for legal reasons and for the protection and retention of land titles the two latter corporations could not be included within the corporate structure of the new Wisconsin Central Company.

Broadly generalized, the Wisconsin Central Company had for its foundation a protectorate over bond holders' interests, and a scheme for the ultimate establishment of a consolidation of all the subsidiary units under one financial ownership and operating control.

From 1887 to 1899, two separate groups of directors and executives functioned independently in the control of the Central, while one staff of management and operation officials served for both financial groups.

On December 30, 1897, the Wisconsin Central *Railway* Company was incorporated to execute the desired merger, a consolidation which brought together under one ownership all the various corporations within the Wisconsin Central System.

The Wisconsin Central *Railway* Company was financed principally

through the issuance of its capital stock and bonds under a plan of reorganization whereby it acquired at foreclosure sale July 13, 1899, the property of the Wisconsin Central Company and by direct purchase on the same date the properties of the following companies:

Packwaukee & Montello Railroad Company

Wisconsin Central Railroad Company and its leased lines; namely,

The Milwaukee & Lake Winnebago Railroad Company and its leased lines, the Chicago Wisconsin & Minnesota Railroad Company, and the Chicago & Wisconsin Railroad Company.

In July 1899 when the reorganization had been accomplished and all properties unified under the new Wisconsin Central *Railway* Company, the road was released from receivership. Whitcomb and Morris, Receivers since September 1893, were retained in positions of wider scope and responsibility.

Whitcomb came into his own and was elected President and General Manager in recognition of his fine achievement in managing the properties through the financial crises and business depression. Howard Morris remained as General Council for all properties.

James McNaughton, Superintendent of Motive Power and Cars resigned late in 1898 to accept the position of General Superintendent of the Brooks Locomotive Works, Dunkirk, New York. Angus Brown was appointed immediately to fill the vacancy.

In 1899 J. J. Callahan, Superintendent of Bridges and Buildings resigned, after a long term of service with the Central. His former assistant, Phil C. Jacobs, was appointed to fill the vacancy. Jacobs remained with the Central for a few years, later employed by the Johns-Manville Company, and became Sales Manager of the Western Division of Johns-Manville Railroad Department.

Beginning 1898 the Central entered a period of unusual activity brought about by a general resumption of railroad business throughout the country. There is abundant evidence to indicate that the financial backers of the new Wisconsin Central Railway Company rested great confidence in Whitcomb and the future of the road.

Generous budgets provided funds with which to purchase new locomotives and cars. Seventeen new Brooks ten-wheelers (road numbers 221-237) were purchased in 1898-1899. Coincidental with the arrival of the new locomotives was the completion of the work of laying 440 miles of new rails on the main stem; 80 pound steel between Chicago and Stevens Point, 70 pound steel between Stevens Point and St. Paul.

The Ashland division was in fair condition, having been rebuilt by Finney in 1887-1888. However, very little grade correction work had been performed anywhere on the System and the topographical profile of the road remained in its original outline.

In the era beginning 1898 the wave of operating efficiency in the rail-

road industry had reached full height and in the current approved policy of freight train movements, no locomotive was permitted to travel on the main line without its full specific tonnage coupled behind. The Central stood among the leaders in pushing the tonnage policy to the limit. Whitcomb drove hard bargains with his locomotives, but there were too many hills and hollows on the right of way to permit economical operation of tonnage freight trains. Particularly on that section between Waukesha and Stevens Point where competition was strong, the freight tonnage policy found greatest difficulty and this section of the main line received first consideration in grade correction.

The profile of this section of road shows ascending grades occurring almost continuously from Neenah, where the line rises out of Lake Winnebago level, to Stockton, 57 miles northwestward. Prior to 1900, north-bound freight crews found jinx written all over Clayton, Dale, Waupaca, Amherst, Custer, and Stockton hills, and often resorted to "doubling" the hills as the best way over.

Initial grade improvement operations began in 1899 at the village of Dale (13 miles west of Neenah) where the steam shovels cut twenty feet off the crest of Dale hill. The excavation supplied material for an elevation thirty feet high over the depression just east of Dale station.

Next in order came the Waupaca elevation which raised the main line seventeen feet above the old grade at the present street level. This fill measures about a half mile in length, on the center of which rests the present depot, built in 1905.

Following immediately, the grade correction crews lowered the grade at Amherst Junction, a thirty-foot reduction at the top of the hill moved the Central main well below the old Green Bay & Western crossing at Amherst Junction station. A mile west of the Junction, the shovels cut a deep groove through the crown of Lake Emily hill, lowering the grade about twenty-five feet at that point. The Lake Emily cut uncovered an extensive bed of coarse gravel and ballast material. Lake Emily gravel pit was opened later and for many years was the source of the roads' ballast requirements in the Stevens Point area.

In 1901 the steam shovels and work trains moved up to Custer and Stockton (5 miles east of Stevens Point) where a mile of road bed was leveled off by numerous cuts and fills to an average grade reduction of twenty feet.

The east approach to the Gills Landing draw-bridge over Wolf River had long been a hazardous piece of track in the original grade between Gills and Fremont, about two and one-half miles.

Immediately west of Fremont depot the old grade dipped abruptly some twenty-five feet into the bogs of the river bottom, barely above water level for a distance of about a mile, then ascended gradually to mount the long trestle leading to the bridge. A permanent slow-order of 10 M.P.H. gov-

erned all trains over the bridge, trestles, and low track east of the bridge, and prevented east-bound freights from gathering momentum sufficient to carry them over the Fremont rise "all in one piece."

In 1901-1902, road leveling operations took a long deep cut through the face of the Fremont bluff, likewise a similar cut through the crest of the ridge at Readfield, four miles east of Fremont. The sand and gravel taken from these excavations was utilized in the construction of the new grade on high embankments across the bottoms east of the river, and provided an earth fill for the east trestle.

The most extensive grading operation in Whitcomb's program occurred at Cedar Lake during 1899-1901.

The scope of this correction involved roughly about five miles of right of way between Slinger and Allenton, and began in a swampy depression a short distance north of Slinger. A mile further north the old grade rose sharply about fifty feet to the crown of the ridge, then dipped gradually into a wide swamp area full of sink holes, ending within a mile of Allenton.

In the Cedar Lake operations, the old main was moved temporarily about a hundred feet to the east of the right of way where the steam shovels threw dirt for nearly two years. Of unusual interest in the work was the installation of a large underground drainage duct laid parallel to the track and six feet below the new grade, running the full length of the cut, over a mile long. The cut through Cedar Lake ridge uncovered great quicksand beds at track level, and the many springs at the bottom of the cut rendered the track unsafe without a permanent drainage system.

Thousands of carloads of filling material went out of the cut to build up embankments at both ends of the excavation. Division Engineer Laughlin and Roadmaster Charley Parmann executed a splendid piece of railroad construction in this area, and the solid level road bed between Slinger and Allenton remains a fine tribute to their well-seasoned experience and ability.

Years ago, before the turn of the century, the Central built a small depot on the east side of the main about $1\frac{1}{2}$ miles north of Schleisingerville, and named the station Cedar Lake. Local passenger trains stopped there on flag to accommodate summer residents of Cedar Lake resort, located a half mile east. The old depot stood at a point near the east end of the overhead highway bridge which later spanned the big cut.

After the new grade was opened for regular traffic, a long open-air platform, sheltered by an umbrella canopy was built on the main at the bottom of the cut. East of the platform a steep wooden stairway at the side of the cut provided access to the former high level. As late as 1903, trains number 5, 6, 7, and 8 seldom got by Cedar Lake without stopping for passengers. The present day aspect never reveals a sign of the old flag stop.

The construction of the new grade at Cedar Lake accomplished great results for Whitcomb's tonnage trains and made a fine level race track through the old location. After 1901, north-bound freight trains were able to take a brisk running swing out of Slinger to get over Lomira hill, a tough one twenty miles to the north, now the only serious tonnage obstacle between Slinger and Clayton hill ($4\frac{1}{2}$ miles west of Neenah).

At this writing, September 1940, Clayton and Norwegian hills are about to be subdued. Recently one of the Central's new 4-8-4 Class 0-20 locomotives (number series 5000-5003) took her full tonnage out of Neenah, without helper engine, on an experimental run to ascertain at just what point she would stall on Clayton and Norwegian hills. These points being established, the remaining ascent to the crown of the hills will be removed. Chief Engineer Krumm and Division Engineer Cable are now engaged in making preliminary excavations, with the expectation of completing the grade reductions within the year.

Since 1871 Clayton has been a perennial headache to operating men, and the elimination of its summit will greatly facilitate heavy freight movements to the north and west.

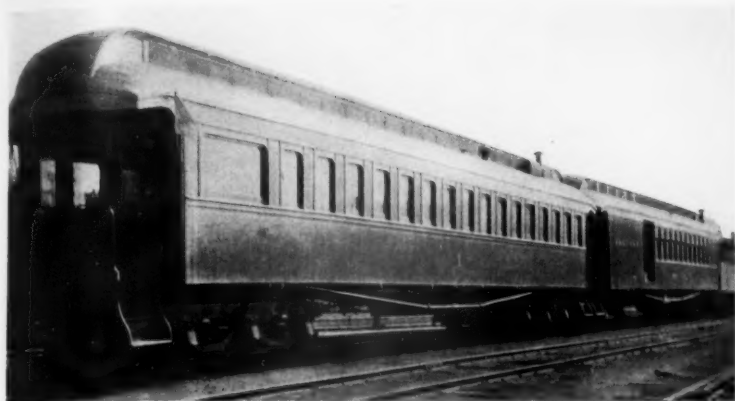
It has been said that President Whitcomb ranked among the top notchers as one of the most capable men in the railroad business. Certainly he possessed broad vision, and hatched many ambitious constructive plans for the success of the Central. In line with general railroad growth and the development of more economical methods of rail transportation, Whitcomb's minute surveys of the Central properties revealed many opportunities for improvement that evidently had escaped the notice of his predecessors and associates.

At any rate, in 1898 Whitcomb advanced a very feasible plan to lengthen the distance between primary division points and divide the main line into three divisions instead of the four, then in operation between Chicago and St. Paul. The advantages accruing from improved track and road bed, new heavier locomotives, and the trend toward greater locomotive mileage without change, all combined to make this plan at once practical and economical.

Those who knew Whitcomb also knew very definitely that division point delays were poison to the "Old Man," his energies were always vigorously directed to the elimination of the many interruptions which spike the scheduled tempo of single track railroading.

Up to 1900 the road had continued in its operation of short-span divisions as established by Colby and Finney. A brief review of the old division set-up may be of interest.

Chicago to Waukesha	97 miles, Passenger
Kolze (near Chicago) to Waukesha	80 miles, Freight
Waukesha to Stevens Point	152 miles, Passenger & Freight
Waukesha to Menasha	90 miles, Local Freight
Menasha to Stevens Point	63 miles, Local Freight



NUMBER ONE READY FOR AN INSPECTION TRIP. Train made up in Sept. 1898 for a run over the Line by General Superintendent S. J. Collins and his assistant F. H. Marsh. This car was regularly used by General Manager H. F. Whitcomb.



SUPERINTENDENT HORN'S PRIDE AND JOY. Before the days of the gas speedsters, this car was built in the Stevens Point shops for the head of that division whose other diversion was race horses. On the left, A. R. Horn, on the right, S. J. Collins.

TWO KINDS OF BUSINESS CARS ON THE WISCONSIN CENTRAL

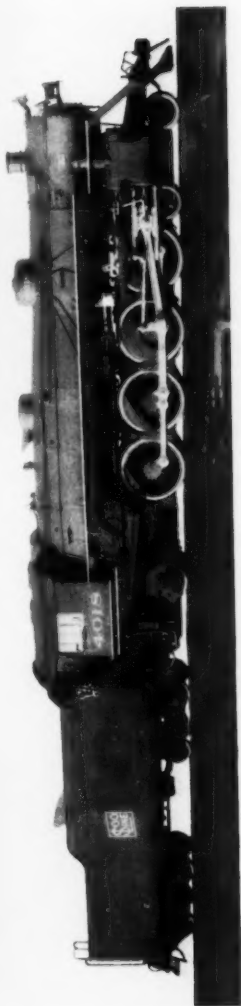


NUMBER 50 READY TO LEAVE STEVENS POINT, 1899. Engineer O. Holmes on top of cab, Fireman Chet Gardiner with oilcan, Brakeman Chas. Green and Conductor Phillips and Art Sherman, Baggage-man, Portage Branch Passenger Train #504.



NUMBER 50 IN TROUBLE SOUTH OF PLOVER, 1901. Engineer O. Holmes, Fireman Ed. Scheide, Steve Campbell, Stevens Point roundhouse foreman in boots and derby hat. Train dropped through bridge weakened by fire.

ON THE PORTAGE LINE



BACKBONE OF THE TRAFFIC HAUL since 1928, powerful and efficient, excellent in both passenger and freight service. Built by Schenectady, 27" x 30" cyls., 69" drivers, 558,000 pounds total weight, 342,000 pounds engine weight, tractive power 53,900, with booster 63,900, length overall 88' 4 1/2".



THE LAST WORD in Wisconsin Central steam power. One of four owned by the Central, bearing Soo lettering and numbers, Class 0-20, 5000-5003, built by Lima Locomotive Works in 1938. Length overall 102 feet, total weight 763,100 pounds, engine weight 445,500 pounds, tractive power 64,000 pounds, boiler pressure 270 pounds, 26" x 32" cyls., 75" drivers. Hauls 4,000 tons freight Schiller Park to St. Paul, 435 miles in 12 hours.

MODERN POWER ON THE WISCONSIN CENTRAL



BRIDGE AND TRESTLE AT GILLS LANDING. Picture taken about 1900 looking west. The bridge and draw were 200 ft. long but there were originally 2,600 ft. of trestle at the west approach which was afterward filled in. When the line first opened, Gills was a transfer point for traffic on the Wolf River with an extensive dock and warehouse.



ST. CROIX BRIDGE ON THE WEST END. The longest and highest on the W.C., being 4,800 ft. long and 184 ft. high. Picture shows the present structure being erected in 1909 one mile above the original lower level bridge.

Stevens Point to *Chippewa Falls	108 miles, Passenger & Freight
Stevens Point to Abbotsford	54 miles, Local Freight
Abbotsford to *Chippewa Falls	54 miles, Local Freight
*Chippewa Falls to St. Paul	103 miles, Passenger & Freight
*Chippewa Falls to Glenwood	42 miles, Local Freight
Glenwood to Trout Brook Jct.	61 miles, Local Freight
Abbotsford to Ashland	132 miles, Passenger & Freight
Abbotsford to Park Falls	60 miles, Local Freight
Park Falls to Ashland	72 miles, Local Freight

* Freight division point yard and roundhouse located at Irvine on the main line, $1\frac{1}{4}$ miles west of Chippewa Falls.

This general picture remained unchanged, except an occasional shift in local freight points, until 1900 when Whitcomb's plan was put in effect.



Chapter 19

The Shops

IN 1898, the reorganization of the Wisconsin Central and the formation of the new Wisconsin Central Railway Co. approached completion. Obviously, General Manager Whitcomb held the key position and was headed for the presidency of the new corporation.

In anticipation of the coming issues, Whitcomb prepared to advance his plan for the abandonment of Waukesha terminal and the subsequent establishment of longer divisions on the system.

Whether he had definitely settled on Fond du Lac as the new location for general headquarters is not known, but Fond du Lac was his original railroad locale, years before, when he directed the old Milwaukee, Lake Shore & Western, and it is quite reasonable to assume that he favored that area.

When Whitcomb began his search for a suitable, low-cost site, the citizens of Fond du Lac went into action, determined to bring the new industry to their city. Accordingly, at a meeting of leading citizens and business men, Mayor Frank Hoskins, S. D. Wyatt and P. B. Haber were selected as a committee to negotiate with Whitcomb for securement of the proposed terminal.

In 1898 a reciprocal agreement between Whitcomb and Fond du Lac became effective wherein Fond du Lac citizens proposed to subscribe funds with which to purchase a suitable tract of land, at no cost to the railroad, in return for the permanent establishment of the terminal. The transaction was concluded through the Fond du Lac Land Co., headed by Mayor Hoskins, P. B. Haber and S. D. Wyatt, which also provided a large area adjacent to the terminal site, for housing and residential use.

Through this substantial donation of land and facilities by the citizens of Fond du Lac, the Central acquired a valuable property, and officially designated Fond du Lac as its future operating headquarters.

The site selected for the terminal lay in the lowlands bordering Lake Winnebago, and adjacent to the main line, about two and a half miles north of the city of Fond du Lac.

The tract, which was to become the Central's foremost division headquarters and yards, is about one-half mile wide and extends from Scott Street in Fond du Lac to a point two miles northward. The location was soon named North Fond du Lac, and is shown on company time tables as "Shops." The land adjoining Lake Winnebago at this point is

low and level, with a gradual rise to the north, making an ideal location for freight car handling. Much of the excavated material from grade reduction work further north came to North Fond du Lac as foundation and ballast for the new project.

In 1899 actual work of construction began and for a year following North Fond du Lac, likewise Fond du Lac, experienced a miniature boom. An electric street car line was pushed out from Fond du Lac to serve workmen on the project and the town of North Fond du Lac bloomed under the impetus of railroad influence and co-operation.

The yard layout consisted of north and south sections connected by a curved switching lead, flanked by the yard office and ice storage plant. About ten miles of track were laid originally, later increased to a total of fifteen.

North Fond du Lac, or the "Shops," was designed to be the Central's general operating headquarters. The mechanical plant consists of ten buildings, locomotive repair, car repair, store room and warehouse, power plant and boiler room, twenty stall round house, locomotive coaling and service station, iron storage, and a workmen's locker house, near the main entrance.

The main locomotive repair shop covers an area of 507 x 129 feet with twelve pits on the "pit floor," and houses the machine shop, tool room, blacksmith shop and boiler repair section, tin shop and air brake room. Installed in this shop was the largest locomotive lifting crane in the state, excepting Milwaukee.

Opposite the locomotive shop and connected by a transfer table is the car shop, 480 feet long and 160 feet wide, containing the passenger car repair section, mill room, paint shop, paint mixing and upholstering room.

Behind the car repair building is the extensive freight car repair yard ("Rip track" in railroad lingo), open to the four winds.

Parallel to the main line and at right angles to the two large repair shop buildings is the stores building with operating offices on the second floor. Here, "Upstairs" meant the General Superintendent, Superintendent of Motive Power, Division Superintendent, and all the Brass Hats before whom the luckless stood when called "on the carpet."

For fourteen years beginning 1900, "Shops" reigned supreme as operating headquarters for the road. Daily at the Shops, ten passenger trains halted for locomotive change and train inspection. Eight regular time freights received switching and reassembly at Shops yard and four local way freights began and ended there.

Three switch engines and the Byron hill helper engine performed twenty-four hour duty and twenty locomotives and crews worked "first in, first out" in the pool chain-gang handling the tonnage freight trains on the two divisions.

Activity in the mechanical department reached a high point in the

early 1900's when the locomotive repair shops turned out a monthly average of twelve to fourteen completely overhauled locomotives.

The coach shop kept 132 passenger cars in repair and under fresh varnish; the "Rip track" attended major repairs and reconstruction of 7500 freight cars.

The atmosphere of the busy railroad industry spread to Fond du Lac where the pay roll of the Central generously expanded the prosperity of that excellent city.

The establishment of North Fond du Lac as the first division point north of Chicago shut Waukesha out completely, and by 1900 all machinery and equipment had been removed and installed at "Shops." Except as a local freight and milk run terminal, the "City of Springs" became just another station on the Central main.

By October 1901 the North Fond du Lac Shops were in full swing with a full complement of mechanics in all departments. The new institution far surpassed the Waukesha layout in size and scope of operations, size and design of buildings and arrangement, machine tools and equipment. Financial investment by the company totalled nearly a million dollars, of which about \$440,000 could be charged to buildings, machinery and tools.

Distance from Chicago passenger station to Shops—158 miles

Distance from Kolze freight terminal to Shops—141 miles

To carry out his plans for longer divisions, Whitcomb closed Stevens Point as an active factor in 1901 when the North Fond du Lac Shops took over the combined burdens of Waukesha and Stevens Point. A general exodus of railroad men and families followed this order, and main line engine and train crews moved to Fond du Lac or St. Paul as their division rights permitted. A small force of mechanics and branch line train and engine men remained at the Point to service local operations.

The wide difference between the theory and the practical application of a scheme often raises havoc with railroad operation, a business notoriously subject to unforeseen complications which arise to hamper and obstruct the smooth execution of best laid designs.

In this connection, Whitcomb's passion for long divisions and full tonnage freight trains met with many serious difficulties, not the least of which rested in the quality of coal used as locomotive fuel. The old "Wabash Slack" coal failed to keep the white feather at the pop-valves, but instead caused leaky flue sheets and all-too-frequent engine failures.

With the Wabash slack, high in ash, clinkers, sulphur, and slate, engine men found it impossible to make more than one hundred miles with a tonnage train without cleaning the fire; an hour's job—usually concluded by running for coal to the nearest coaling station. (The tender capacity

of the old Brooks ten-wheelers was eight tons, and ten tons with side boards.)

To overcome some of these delays, the management found it necessary to provide locomotive service stations midway between division points. Locations selected for locomotive service were Vernon, a blind siding seven miles south of Waukesha; and Nelsons, another blind siding seventeen miles south of Stevens Point, both locations being out in the wide open spaces, far removed from any habitation. At Vernon and Nelsons the passing tracks were lengthened and each embellished by a water tank, coaling station, fire-cleaning pit, and telegraph office. These stations were life-savers to the freight men before the 16-Hour Law became effective.



Chapter 20

The West End

ONE hundred forty-five miles northwest of the "Shops" (North Fond du Lac) on the Central main line lay the little backwoods town of Abbotsford. Founded in 1880 when Finney laid the original iron west to Chippewa Falls, Abbotsford happened to be the location of the junction where the Ashland division joined the new main line, and the south terminal for Ashland division trains. As a junction point Abbotsford grew to a full round 400 population during its first fifteen or twenty years, and plugged along, taking care of the Ashland trains with one small switch engine and a couple of tracks called "the Yard." Main line passenger trains always appeared reluctant to stop at Abbotsford and always in a hurry to "get out of town" despite the profitable Ashland division transfers.

In 1900 Abbotsford still lived in the deep woods closely hedged by the pines and balsams, and its single street ended near the Central depot. Located in the mildly rolling hills and astride one of the ridges, Abbotsford is uphill in approach from almost any angle as viewed from the business end of a tonnage drag.

This was the location destined to become the number two division point north of Chicago, and the last before reaching St. Paul.

The old three-stall round house was expanded to accommodate a dozen engines in a pinch; a six-track 300 car capacity yard spread out, brand new, west of the depot, and a few other minor improvements were installed to facilitate the break-up and make-up of freight trains.

All trains changed engines and crews at Abbotsford. Time freights and locals alike took time out here to be switched and reassembled in directional and station delivery order. Only the elite, the main line passenger conductors and brakemen, escaped the confines of Abbotsford; their runs, as always, take them from St. Paul to Stevens Point.

At the north end of the long flat-iron shaped platform where the Ashland division rails joined the main line, stood the two-story depot with telegraph and division offices upstairs. Connecting the depot at the north, the management erected one of those famous railroad beaneries, for which the Central was noted. Dingy and unkempt and without competition for years, the railroad hostelry grew and prospered. Here Fred Fisher, the maître d'hotel, droned his menu of robust durable fare, and upon occasion carried the kerosene lamp to steer some grim eagle-eye and his tired fireman up to their bunks in the rookery at the rear.

By way of comparison, the Abbotsford "rookery" held one distinct advantage over the Kolze "ram-pasture" in that the soothing fragrance of the northern balsams provided the one single element that might induce sleep.

Despite its cramped facilities and lack of equipment, Abbotsford handled a tremendous volume of tonnage and traffic during the busy years 1880-1900 when the lumber trade flourished. Daily through the old yard rolled twelve passenger trains, eight time freights, four local freights, eight to twelve extra freights, and a large volume of logs and lumber from the little Abbotsford & Northeastern.

It is generally assumed that the management selected the Abbotsford location to serve as a temporary line booster in the long three hundred mile stretch between North Fond du Lac and St. Paul. Once established, however, Abbotsford held sway for nine years as an important division point. In 1909-1910 when the Central built the Spencer-Owen cut-off, it left Abbotsford on the far point of a doomed triangle, and put an end to its major usefulness. Finally, twelve miles of the old main between Abbotsford and Owen were abandoned and torn up, 1934-1938, thus breaking the tie that for fifty-four years linked Edwin Abbot's namesake with the main line, Chicago to St. Paul.

A glance at Abbotsford today reveals a quiet little town of seven hundred at the crossroads of two paved state highways. Grain and dairy farming have replaced the deep woods, but the Ashland division trains of the Soo-Central move along in the even tenor of their ways, still the prime mover of freight tonnage and the most reliable all-weather transportation in the territory they developed sixty-seven years ago.

Abbotsford now rates the courtesy of a station stop only, since in 1910 the terminal of Ashland division trains was removed to Spencer, thirteen miles south.

By the establishment of a primary division point at Abbotsford, the main line from Chicago to St. Paul and Ashland was now divided into four sections of nearly equal length:

Chicago to Shops	158 miles
Shops to Abbotsford	145 miles
Abbotsford to Trout Brook Jct. (St. Paul) west main	157 miles
Abbotsford to Ashland north main	132 miles



Chapter 21

Boom Island

APPARENTLY, in the judgment of the management, the value and importance of the road reposed in its relation and proximity to Chicago. Naturally, the Chicago division received all the favors, took the smartest locomotives and used the newest train equipment. Most of the improvement and grade correction had been expended on the line from Stevens Point to Chicago where competition impelled the Central to render comparable service.

Yet despite the fact that the St. Paul-Abbotsford division received little attention from the Big Guns, and that its track and road bed could not compare with that of the south end, the "West End" presented a healthy aspect and produced its full quota of the Central's income. Grain and flour shipments originating in the Minneapolis-St. Paul area, with Manitowoc destination, boosted the traffic revenue. In the days before the Great Northern, Northern Pacific and the "Burlington" became such close friends and allies, large shipments of Montana stock came in steady streams to the Central at St. Paul, bound for the Chicago stock yards.

In view of its accomplishments and possibilities, the St. Paul end of the line required and merited rather extensive improvement involving heavy investments. The Central's position in handling passenger trains and traffic in the Twin Cities permitted little expansion. They owned no rails within the limits of the Cities, and found no opportunity to build passenger facilities, as the good locations were already preempted and beyond the reach of practical economy.

Within the freight handling department, however, there appeared some room for justifiable expansion.

Heretofore since 1894 the Central had been a partner in ownership of the Minnesota Transfer Railway Company, a transfer and switching service railroad of twenty-seven miles in extent which provided connecting and belt line service in and around the Twin Cities. The Minnesota Transfer Railway was owned and controlled by eight railroads; namely,

Great Northern
Northern Pacific
Chicago, Milwaukee & St. Paul
Chicago, St. Paul, Minneapolis & Omaha
Wisconsin Central
Chicago Great Western
Chicago, Burlington & Northern
Minneapolis & St. Louis



THE HOWE TRUSS BRIDGE GAVE WAY. This dropped the head end of a freight train into 18 ft. of water, Engineer Hank Eaton and Fireman John Lorimer escaping without serious injury.



AFTER THE BATH. Engine 212 was raised by the aid of the Howe Truss, repaired, and returned to service.

RAILROADING IN THE FOX RIVER AT OSHKOSH, 1895



TWO FREIGHT TRAINS MEET AT SHERIDAN, 1909. A "slight error" in judgment in handling the air by engineer Perry Zimmerman of the 2418 (W.C. 178) brought these two trains together. Engine 173 at right, Spence Tynan, engineer. In the center, Herman Lueckenbach, stationary machinery foreman.



A CORNFIELD MEET NEAR BLACK WOLF, 1895. Wreck occurred about noon in foggy rain when freight crew overlooked their meet order with passenger train No. 6. Train 6 was pulled by engine No. 66 while the freight had engines 97 and 209. Engineer Ed. "Bucko" Thiell on No. 6.

SOME WISCONSIN CENTRAL WRECKS



NUMBER TWO GOES THROUGH THE RED CEDAR BRIDGE. Heavy rains brought this river to flood stage on June 7, 1905. Phipps, engineer of No. 2 had an order to run carefully and not cross any bridge or culvert unless he thought it safe. He started across this two-unit steel truss one mile west of Colfax but when the engine was over the middle pier, the east truss gave way with the above result. The engineer lost his life, but the fireman was thrown clear, uninjured.



ENGINE 269 BACK ON THE TRACK. It was six months before this "Shanghai" which was pulling No. 2 could be located and raised from the bottom of the river by a crew in charge of Division Engineer J. S. Laughlin. The job was finally accomplished on December 4, 1905.

ANOTHER WRECK ON THE WISCONSIN CENTRAL



BOYCEVILLE, SEPTEMBER 20, 1907. Extra 241 west and No. 24 meet head on at the west passing track switch. The extra received order at Colfax to meet No. 22 at Wheeler and No. 24 at Downing. No. 24, Conductor Hinkley, failed to receive the order.



COLFAX, JANUARY 5, 1908. No. 21 (Engine 256) had right of track over No. 22 (Engine 248) Irvine to New Richmond. No. 21 had picked up a car of cattle, taken water and started to move to west switch when No. 22 bore down on them. Stopping their train, the engine crew jumped but the head on collision occurred near the Main Street crossing. Engineer Godfrey of No. 22 overlooked the order until just before the crash which piled up six or eight cars.

MORE WRECKS ON THE WISCONSIN CENTRAL

All through freight coming over any of the lines named and destined for another of this group went to the Minnesota Transfer, according to agreement among the several owners of the Minnesota Transfer Railway. By connections with the Minnesota Belt Line Railway, all the railroads interested in the Minnesota Transfer Railway had access to the Twin City stock yards, packing plants, and rolling mills. The Board of Directors of the Minnesota Transfer Railway consisted of executives, one each from the eight part owners, H. F. Whitcomb representing the Wisconsin Central.

When the Central had completed its line to Trout Brook Junction ($2\frac{1}{2}$ miles north of St. Paul) in 1884, trackage agreements with the Northern Pacific and the Great Northern provided access into the city to the Great Northern passenger station located on the west bank of the Mississippi River at Hennepin Avenue.

Here, adjoining the Great Northern station at the south, the Central built a 400' x 100' freight depot, and acquired a small commercial freight transfer yard with a switch lead to the Great Northern main line off First Street North. The Central property at this point carried the name Hennepin Avenue Yard.

Through the facilities of the Northern Pacific, the Great Northern tracks and station, the Minnesota Transfer and the Hennepin Avenue Yard, the Central handled its entire traffic in the Twin Cities.

High trackage rentals to foreign roads, and the press of increasing business urged the Central to augment existing facilities by building a freight terminal of its own. In 1901 the road acquired a plot of ground located on a sand bar at the east bank of the Mississippi immediately north of Nicollet Island and bordering on 8th Avenue N.E., in the city of St. Paul. The new terminal site took the name of Boom Island. Previously, the site existed as a name only on county maps; one of the submerged areas in the river during spring and fall seasons. Boom Island yard required extensive river protection and filling to elevate the grade above high water level. Central equipment and crews executed all yard construction work which required about two years, and the terminal was opened for service in the winter of 1903 and 1904. Yard trackage accommodated three hundred cars, and on the south end of the Island at the river bank, a machine shop and fifteen-stall roundhouse were constructed under contract with Butler and Ryan Company of St. Paul.

To gain access to Boom Island, the Central used the Great Northern main up to the river at Second Avenue, there branching off on its own rails across Nicollet Island over two steel bridges to the south end of the Island yard.

The installation of the new yard extended the scope of operations in the Twin Cities, furnishing much-needed room to service the profitable flour and grain traffic originating at the Minneapolis Mills. Boom Island retained its strategic value to the road until 1912 when the entire ter-

minal properties of the Central were sold to the Chicago Great Western. In the 1909 lease arrangement between the Soo Line and the Wisconsin Central, the Twin City terminals of the Soo Line were made available to the Central, thus rendering Boom Island and Hennepin Avenue Yards superfluous and unnecessary to Soo-Central operations.

Boom Island and Hennepin Avenue yards represented valuable assets to the Central, as records of the sale indicate that the Chicago Great Western paid \$1,600,000 for these properties.

In 1901 Directors and officers occupied positions as follows:

Directors: Wm. Bull, Chairman; H. F. Whitcomb, Howard Morris, William Vilas, John C. Brown, Fred Gates, Gerald L. Hoyt, James Colgate, Edw. W. Sheldon, Jos. S. Dale, Francis R. Hart.

H. F. Whitcomb, President
 Edw. Norris and E. H. Sheldon, General Counsel
 W. R. Hancock, Treasurer
 W. G. Moore, Assistant Treasurer
 Chas. M. Morris, Secretary
 Jos. S. Dale, Assistant Secretary
 Robt. Toombs, Comptroller and Auditor
 Tom H. Gill, General Attorney
 Burton Johnson, General Freight Agent
 J. S. Pond, General Passenger Agent
 Sumner J. Collins, General Superintendent
 F. C. Cleaver, Superintendent of Motive Power
 Wm. Percy, Master Car Builder
 Robt. Tweedy, Chief Engineer
 Alfred R. Kipp, Master Mechanic
 C. W. Booth, General Storekeeper
 H. G. Earl, Car Service Agent
 P. W. Drew, Superintendent of Telegraph
 A. R. Horn, Division Superintendent—Stevens Point
 E. H. Cutter, Division Superintendent, Abbotsford

In November 1901 Sumner J. Collins resigned as General Superintendent.

E. F. Potter, former General Manager of the Davenport, Rock Island & Northwestern Railroad at Davenport, Iowa, was appointed to fill the vacancy created by the retirement of S. J. Collins.

F. C. Cleavor, formerly Master Mechanic on the Vandalia Railroad at Terre Haute, Indiana, became Superintendent of Motive Power of the Central in 1901 succeeding Angus Brown.

Brisk and conclusive in his decisions, Cleavor did not remain long with the Central and was succeeded by W. G. "Fred" Menzel in July 1902.

Chapter 22

A New Terminal

THE longest and incidentally the last piece of railroad construction fostered by President Whitcomb is represented in the new line between Owen and Duluth, built 1905-1909. The Owen-Duluth extension, 161 miles in length, projects from Owen (on the Chicago-St. Paul main) northwest on the longest stretch of straight track in the state, skirting the Chequamegon National Forest on the way to the Lac Court Oreilles Indian reservation. Here the right of way cuts the southwest corner of the reservation and swings in a wide detour around the Court Oreilles lake region to resume the northwesterly course to Superior-Duluth.

When built, the new line ranged through the one remaining section of Wisconsin which might be termed wilderness, about 4,000 square miles in area still untouched by any north and south railroad. The best timber had been slashed before 1900, but enough cutting remained to support active lumber operations. The territory north and northwest of Owen had long been a mecca for bolder sportsmen who took their deer hunting and bait casting seriously.

In the areas adjacent to the Flambeau, Jump, and Mondeaux Rivers, trackless marsh land and windfalls occurred, spotted with dense growths of pine and hemlock. Most of this area is now included in the Chequamegon National Forest.

In the 80's and 90's, nationally known leather and tannery interests built permanent log camps here and employed large crews of woodsmen "tree-skinners" in the work of stripping the bark from live hemlock trees, the bark to be used in tanning processes. Solid trains of hemlock bark in four-foot lengths, corded high and wired on flat cars were no uncommon sight on the Ashland and St. Paul divisions of the Central as late as the middle 90's.

Much of this area remained to be settled and developed when work on the Owen-Duluth extension commenced in 1905.

Exclusively a Wisconsin Central project, the extension was legally established within two corporations; namely, the Owen & Northern Railway Company, incorporated May 24, 1904; and the Lake Superior & Southeastern Railroad Company, incorporated October 8, 1904. The former received a charter to construct the line from Owen to Ladysmith, 45.64 miles; the latter chartered to continue the project from Ladysmith to Superior, 108 miles.

The Owen & Northern had done some clearing and grading of the

road bed through the agencies of independent contractors not affiliated with the Central and was engaged in construction work when sold to the Central June 11, 1906. The Central assumed the contracts and completed the 45.52 miles between Owen and Ladysmith in July 1906. This section of the extension was opened to traffic August 6, 1906. At Ladysmith, direct connections and freight transfer facilities were established with the Soo Line east and west main line.

In 1906 contracts were awarded by the Central to H. F. Balch, Rice Lake, Wisconsin, and the Lantry Construction Company of Kansas City, to construct the railroad from Ladysmith to the Superior-Duluth area. The Balch contract covered construction from Ladysmith to Superior, 108 miles; the Lantry Construction Company contracted to execute the work on the Duluth terminal and southward to Superior, 7 miles.

The Lake Superior & Southeastern experienced hard luck and had made little progress before it was acquired by purchase by the Wisconsin Central Railway Company June 11, 1906. It will be noted that the Owen & Northern and the Lake Superior & Southeastern were sold to the Central on the same date, June 11, 1906.

From here in, the Central handled its own construction work, Superior to Ladysmith, under the direction of Chief Engineer C. N. Kalk, who succeeded Robt. Tweedy.

The right of way from Ladysmith to Superior leads through some of the most extensive lowlands and "blue-berry marshes" in the state, all of which required filling or built-up pile trestle work. For two and one-half years steam shovels threw dirt; work trains hauled vast quantities of ballast and filling material for embankments across the marshlands. Five large steel bridges and forty-five pile trestle works were needed to carry the Central across Sawyer and Douglas Counties into Superior.

This portion of the Duluth extension was not opened for traffic until January 14, 1909. For about a year traffic on the Owen-Superior section was confined to freight movements only, and as the road bed became firmly fixed and improved, passenger trains entered the extension on regular schedules in 1910. The new line serves to make the Central the shortest route between Superior and Chicago.

Probably the toughest part of the Central's job in building the Duluth extension arose within the city of Duluth where the right of way lies along Superior Street in the solid rock. The contractors, Lantry Construction Company, of Kansas City, undertook the work of blasting through 1800 feet of hard rock to reach the new passenger station.

The terminals of the Central at Superior and Duluth are wholly owned. From Superior to Duluth the Central mileage is 7, and in covering this route the facilities of the Soo Line, the Interstate Bridge, and the Duluth Terminal Railway are used in part by freight traffic. Except the Inter-

state bridge and approaches, the passenger trains of the Central operate on their own rails between Superior and Duluth.

In 1909-1910, as a final move to provide a straight shot line to Duluth and a shorter easier route to St. Paul, the Central built the Spencer-Owen cut-off involving about 19 miles of construction.

The new cut-off shortened the overall distance from Chicago to St. Paul and Duluth by about 9 miles; moreover, eliminated the Abbotsford triangle, always a "sore thumb" in the affairs of the Operating Department. In 1910 when the Spencer-Owen cut-off opened the new gate to the north, Owen inherited the division headquarters previously located at Abbotsford.

President Whitcomb did not stay to witness the fruition of his well-designed scheme for the Duluth line, and retired from office in 1906. Earlier in 1906, the Cincinnati, Hamilton & Dayton Railroad entered the sphere of influence in the affairs of the Central, and Wm. A. Bradford, a former director of the C.H.&D. took the office vacated by H. F. Whitcomb.



Chapter 23

Finale

UPON the retirement of President Whitcomb, in 1906, a new order of things seemed to be in store for the Central. The C.H.&D. and the F.&P.M. established a new alliance and rumor had it that the Central would enter to make it a trio. Certain sources of financial control promoted the deal which never materialized except in a temporary "favored interchange" of freight traffic among the three.

Of special interest in these proceedings was the election of George W. Webster as a director and secretary of the road in 1907. As a young man G. W. Webster became associated with Henry F. Whitcomb when Whitcomb was on his way up in the affairs of the Milwaukee Lake Shore & Western. A veteran in executive railroad management, Webster rose rapidly in the official operation of the Central and now guides its destiny as Trustee. Behind him are forty-seven years of continuous service.

In 1907 Directors elected and officers appointed were:

Wm. A. Bradford, President
Henry C. Starr, Vice-President
W. R. Hancock, Treasurer
G. W. Webster, Secretary

W. A. Chadbourne, Assistant Secretary
Robt. Toombs, Auditor and Comptroller

Directors: Geo. A. Fernald, Mark T. Cox, J. F. Hill, Geo. W. Dodge, Wm. A. Bradford, H. C. Starr, T. L. Chadbourne, Fred T. Gates, Geo. W. Webster, Sidney G. Courteen.

In December 1907, Harvey Halverson was appointed Master Car Builder succeeding Wm. Percy, resigned.

During the years 1907-1908, rumors circulated freely through the Central organization concerning certain portentous schemes for consolidation with other roads, alluding variously to the B.&O., the C.H.&D., the Alton and the Soo.

The abundant speculation, much of it wild and extravagant, disturbed the morale of Central employees to no small extent. It was generally believed that some momentous change was in the making and ready to break, and the better job holders awaited anxiously for the financial powers to spring the news.

The expected change was announced in 1908 election of directors and officers with the election of Newman Erb as president. Erb had been a director of the C.H.&D., as had Geo. M. Cummings, who served on the Central board of Directors in 1906-1907. All evidence seemed to point to the C.H.&D. as the coming ally of the Central.

The reign of Newman Erb was short-lived. Erb served but a few months as president when the Soo Line and its parent company, the Canadian Pacific, acquired priority in the control of the Central.

In 1908 the Minneapolis, St. Paul & Sault Ste. Marie Railway, otherwise known as the Soo Line, acquired ownership of a majority of the outstanding capital stock of the Wisconsin Central Railway Company. On April 1, 1909, an agreement was entered into between the Wisconsin Central and the Soo Line under the terms of which control of all the property of the Wisconsin Central was transferred to the Soo Line for a period of ninety-nine years effective April 1, 1909. This agreement covered the acquisition of the voting rights of the Wisconsin Central through an exchange of \$11,176,800 par value of the Soo Line's leased-line stock certificates for \$11,176,800 par value of preferred stock of the Wisconsin Central. The agreement recites that the preferred stock of the Wisconsin Central should be deposited with the Agents Bank of Montreal, New York, as trustee, which was to effect the exchange of securities. In this manner the Soo Line gained control of the Central.

In event of default in the payment of \$4 per share per annum on each of the Soo Line's leased-line stock certificates, the trustee is to return the preferred stock of the Central to the original holders, and cancel the leased line stock certificates.

This so-called lease is more in the nature of an operating agreement than a lease, as the property of the Wisconsin Central is operated as a separate corporation. The Soo Line does not participate in the profits realized or the losses sustained in the operation of the property of the Central, nor does it pay a rental of any description in connection with the lease. All profits or losses accrue to the Wisconsin Central.

The salaries of certain officers of the Central who are also officers of the Soo Line are paid proportionately by both companies.

The Central had outstanding a total par value of \$66,631,828 in stocks and long-term debt, of which \$16,119,600 represented common stock, \$11,265,300 preferred stock, \$37,785,000 funded debt, and \$1,461,928 nonnegotiable debt to affiliated companies.

The original cost of all the property of the Central cannot be ascertained, but the investment in road and equipment, including land, is slated in the records as \$63,578,332. The Central owned about 381,594 acres of noncarrier lands and riparian rights facing on 400 linear feet of frontage.

Noncarrier lands and improvements are valued at about \$6,769,000. Net receipts from sales of land acquired originally through federal land grants and gifts are recorded as \$5,600,000.

As valued at the time of the Soo lease, the Wisconsin Central property, good will and going-concern assets totalled about \$52,000,000, a conservative valuation established by the I.C.C. for rate-making purposes.

Contrasting these late records with those made by Phillips and Colby in the early 70's, it is observed that in 1871 the Wisconsin Central entered into contract with Elijah B. Phillips and Chas. L. Colby, which contract was thereafter assigned to and assumed by the Phillips & Colby Construction Company for construction of its road, for a consideration of \$60,000 per mile, payable \$35,000 in capital stock and \$25,000 in mortgage bonds at par.

During the period from 1871 to 1878, the Central issued \$11,435,000 par value of capital stock and \$7,889,000 par value of its first mortgage bonds to Phillips & Colby under the terms of the original agreement.

The Central also issued during the same period through Phillips & Colby Construction Company \$1,377,421 par value of other bonds and long-term notes in payment of bond interest and for other considerations. The liability was not taken to account on the books of the Central until June 26, 1878, when final settlement was made with Phillips & Colby, and possession of the road obtained.

Subsequently the railroad company issued additional bonds and long-term notes aggregating \$15,083,700, and incurred nonnegotiable debt amounting to \$2,094,000 for cash and other considerations but principally to retire its original issue of funded debt.

As a result of default in payment of interest on its first-mortgage bonds, Stewart and Abbot, trustees under the mortgage, took possession of the property of the Central January 4, 1879.

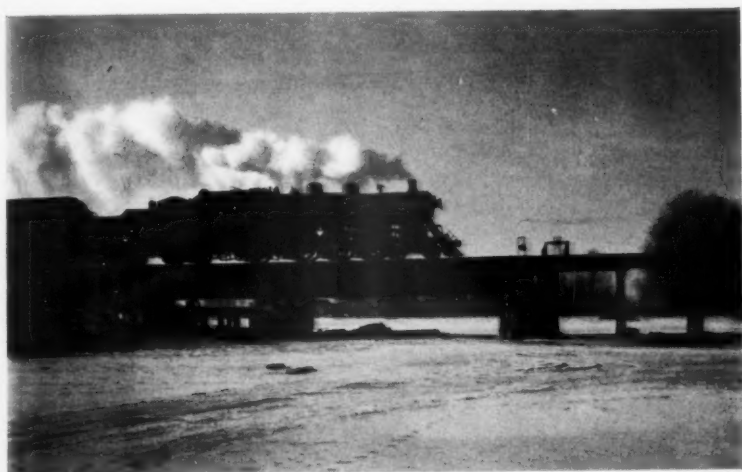
Certain physical aspects of the road, in addition to its burdensome financial handicap, had a direct bearing on the progress made by the Central, which is summed up in a commissioner's report in 1903. In part he says, "Although the Wisconsin Central is not large, operating some 1,000 miles of road, of which 65 miles are trackage over foreign roads, and earning \$5,500,000 annually, it is an old road and played an important part in the development of the Northwest. The fact that it is a relatively old road bears in certain respects quite directly on the problems it now has to face. That is, the geographical location of its lines was dictated less by considerations of through traffic between the East and West than by the desire to reach certain objective points furnishing specific classes of traffic. Moreover, the lumber industry traffic and the iron ore of northern Wisconsin and Michigan have been an important factor in the life of the Central but do not now promise too well for the future."

The conclusions of the commissioner are logical and essentially correct. However, in the directional aim of Wisconsin pioneer railroads, intervening years have proven that some of the best east and west roads, laid out with an eye for cross-country traffic, have failed to inscribe their ledgers wholly in black ink.

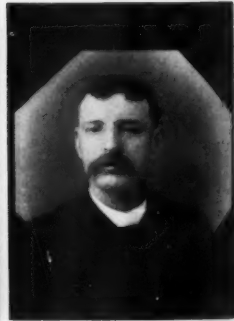
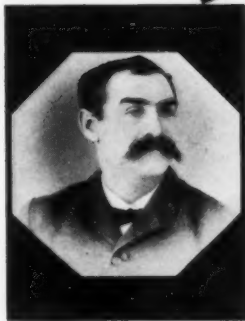
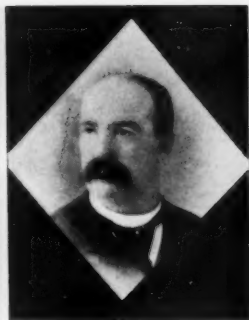


GROUP OF EAGLE-EYES WHO PULLED THE VARNISH under the W.C. banner, all now retired or gone. Date indicates seniority rank as engineer.

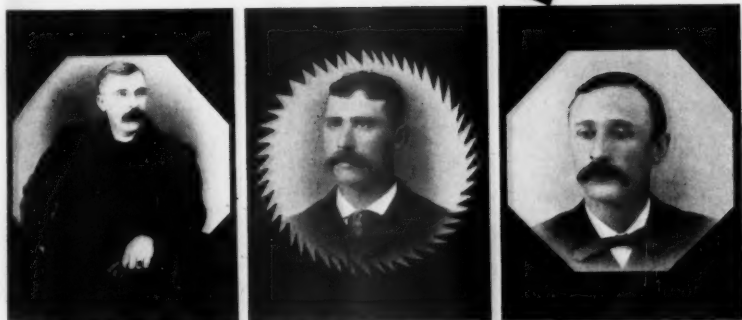
Front row, left to right—Wm. McMulkins, 1888; Walter Gleason, 1886; H. E. Hoffman, 1887; Jim Glover, 1882; Hank Eaton, 1888; Art Beckley, 1887; Jim Hinds, 1898.
Back row, left to right—Walter Chapman, 1898; John Oates, 1891; John Dowd, 1892; Wm. Finnegan, 1899; George Cook, 1896; Bob Hanke, 1888; Sam Bay, 1890; Jim Purcell, 1898; "Ducky" McWhorter, 1898.



A FROSTY SILHOUETTE. W.C.—Soo passenger train No. 2. Engineer Meagher drifting across Wolf River draw-bridge at Gills Landing. Engine 2705 built by Schnectady in 1911, 25" x 26" cylinders, 75" drivers, 258,000 pounds weight less tender, 33,150 pounds tractive power.



A REVERENT SALUTE TO THE PIONEER ENGINEERS who have long since wheeled the last mile. Pilots of the Central passenger trains in the 1880-1920 period. Stout hardy engineers who gave the Central a lifetime of loyal service, their early experiences still remain a stirring tradition.
 Photos of 1890. Members of Div. 808 of L.E. Date indicates seniority rank as engineer.
 R. C. Bloye, 1887. Geo. O. Holmes, 1881. Geo. W. Utter, 1887.
 James McAdams, 1886. Geo. W. Martin, 1881.
 Frank Russell, 1880. Nick Lamp, 1886. James Hubbard, 1892.



Chas. Phipps, 1885. Lew Choate, 1881. Wm. Dowsett, 1887.

Ed. Thiell, 1884. J. H. Holman, 1886.

A. P. McMillen, 1884. Steven Gavin, 1887. Mel. W. Buck, 1877.



GEO. W. WEBSTER, an old W.C. man who has come up through the ranks. Now president of the Soo Line and vice-president of the W.C. corporation.



EDW. G. CLARK, who started as secretary to Burton Johnson, General Freight Agent of the W.C., and is now General Traffic Manager of the Soo Line.



WM. H. KILLEN, Land and Industrial Commissioner of the W.C. in charge of the Land Grant held a similar position on the Soo Line. He came with Whitcomb from the M.L.S. & W.



GEO. M. THOMPSON began his career as operator on the W.C. at Hewitt, is now doing outstanding work as Assistant General Freight Agent of the Soo Line.

SOME WISCONSIN CENTRAL MEN WHO BECAME PROMINENT IN SOO LINE CIRCLES

Aside from geographical position and direction of route, it is obvious the the early financial management, in rash and inscrutable designs, affected the welfare of the Central more adversely than any other factor. In viewing only the physical factors, eliminating entirely the troubled chapters of the Central's financial history, it is quite true that the road grew up with certain classes of industry upon which it depended for livelihood. Certain industries flourished and languished in the process of rapid development of natural resources, plainly reflecting their growth and decline in the fortunes of the Central.

From 1887 the Central hauled, and is still hauling, a million to three million tons of iron ore annually out of the Penokee hills, but the volume of Penokee and Gogebic output fades into an insignificant dribble when compared with the rival development and workings of the vast Messabe range in Minnesota, the world's largest deposit of iron ore, two hundred miles to the north. Messabe ore supplanted Penokee ore; Duluth harbor and ore docks overshadow the importance of Ashland and the Central's ore docks, which rank among the best on the lakes.

Again, in the lumber industry, on which the Central cut its first teeth, the same growth and decline was evident. By 1900, this greatest of all Wisconsin industries had harvested the last rich cuts, and had settled down into a stunted though stable accessory source of railroad income.

The Central still enjoys a comfortable business in Penokee iron ore, and the pulp and paper industry, healthy successors to the lumber industry, provides attractive revenue for the Central exchequer.

Yet these products now form only a minor portion of the pay load. In the present alliance of the Central with the Soo and the Canadian Pacific, the requirements of commerce and agriculture in many northern areas are capably served through this far-reaching combination.

Passenger traffic has ceased to be a vital issue on the Central, and the four daily trains suffice to serve the needs of that department.

In the freight department, however, the story is different. Late reports describe broad gains in the operating revenue of the Central, again confirming the characteristic vigor of this interesting pioneer, and its position of vantage in the railroad field.

Official reports of 1940 indicate large increase in revenues of the Wisconsin Central for 1939 over 1938 as recorded at the annual meeting of stockholders at the Minneapolis headquarters of the Soo Line, with which the Wisconsin Central is affiliated.

Gross operating revenues of the Central increased from \$10,635,742 to \$12,174,148, and net operating revenue from \$1,866,150 to \$3,174,751. The net operating income for 1939 amounted to \$1,983,839 against a 1938 deficit of \$69,986.

Directors of the Wisconsin Central reelected are Joseph Chapman, E. G. Clark, E. W. Decker, J. L. Erdall, John G. Pillsbury, G. W. Webster,

and E. A. Whitman, all of Minneapolis; S. W. Dittenhofer, St. Paul; Wm. Giese, Milwaukee; and A. L. Osborn, Oshkosh.

Corporate officers reelected by the Directors include C. T. Jaffray, President; Geo. W. Webster, Vice-President; P. J. Stock, Secretary; and C. H. Bender, Treasurer. The Wisconsin Central is operated by G. W. Webster and Joseph Chapman, Soo Line Trustees, as agents for E. A. Whitman, Receiver for the Wisconsin Central.

Thus, the Wisconsin Central passes to newer hands and wider accomplishments; the old order has graduated to the greater utility of 1940.

Indeed, to the younger generation, the Wisconsin Central is almost unknown.

Yet, to the old-timers who drift back in memory, to the link and pin age, and see the old road emerge from the backwoods to enter the fuller development of all that appeared strong and great, the old name stirs a pleasant glow.

And to those who rode the deck behind the sharp, cracking exhausts of the trim old Atlantics and Consolidators, and watched over their flashing rods as they fanned the rails, the old Wisconsin Central will always remain a vivid retrospection.



Chapter 24

Wisconsin Central Men

In the chronicles of any railroad, the locomotives and cars, telegraph keys and office desks form an attractive background for that most interesting part of railroad activity,—the men who run the works and keep the wheels turning.

Preceding chapters have dealt briefly with the names of Wisconsin Central financiers and master minds who wielded the almighty scepter. On the other side of the railroad page, in shops, cabooses and engine cabs were the real movers of trains and traffic, concerning whom these notes are respectfully scribed. In discussing this phase of Central history, priority naturally goes to the pioneers and earlier employees who had a hand in developing the road and carrying on its early business.

Of all the men in the operating department, Gavin Campbell stood preeminent among the Central's first employees—the great commoner who came up from a back shop work-bench to the position of general superintendent in ten years. It was he who assembled the first Baldwins at Menasha and Ashland in 1871-1872 and followed them over the road for adjustments and repairs. As the road grew and more locomotives appeared, Gavin Campbell moved up to the job Master Mechanic, then to Division Superintendent and finally to General Superintendent in 1882. Campbell probably worked harder and did more to elevate and maintain the high morale and good morals of his road men than any other official in the road's history. Sound in judgment, a stern disciplinarian and a courteous arbiter, he is given full credit for building up the organization despite the handicaps encountered in train service on a new rough railroad.

Campbell employed stern measures in the strict observance of Rule 11 (now Rule G). Boomers came—and in their lighter moments many toyed with the cup that cheers—only to drift quickly from the Central's picture; while Campbell's trusted men, "the homeguards," stayed, battled forest fires and bucked the snow drifts to bring the road to the firmer footing of the 1880's.

Records of early operating men are few and brief. From 1871-1880, the boomer age, few engineers and conductors remained to see the road completed between Menasha and Ashland. The first historical mention of original locomotive engineers includes the names of Harry Guy and Frank Calkins who were running locomotives during 1872-1875 on the isolated Ashland-Penokee Gap division. Engineers Halsey Allen, Charlie

Moore and Rob Stewart were running out of Stevens Point between Mile Post 101 (the north end of iron) and Menasha during 1872-1875. As late as 1898 Halsey Allen was pulling passenger on the Chicago division—the oldest engineer on the road—with his “personal” engine, the 85, a Schenectady eight-wheeler of 1886.

Honor is given to engineers Rob Stewart and W. B. Snyder (M. & N. man) in having handled the first excursion train, Governor Taylor's Special from Milwaukee to Mile Post 101 in 1874.

During the hectic years 1873-1879, Phillips and Colby worked their employees and contractors on short funds and slow pay, usually in arrears from thirty to ninety days. As employers their reputation for dubious financial management placed the Central on the grapevine blacklist among railroaders, making it difficult for the road to obtain and hold good men. Only the fine influence and earnest endeavors of Gavin Campbell held the organization together.

In 1879 when the Phillips and Colby rule came to an end and Stewart, Abbott and Finney took charge, the road actually began to function in a well regulated manner. In the steady acceleration of business the rosters of engine and trainmen swelled rapidly. In point of seniority among engineers after Halsey Allen came Mel W. Buck, Rob McCredie, Charlie Bowhall, Jim Watson, Tom Gilbert and others who started running in the 1873-1877 period. Then following in fast additions to the engineer's roster came Sam Clark, Frank Russell, Lew Choate, Rob McVicar, Joe Coffin, O. Holmes, and George W. Martin, all in the 1878-1881 group.

In 1881 John Henney was appointed Master Mechanic to have full charge of motive power and shops. Henney came from the Southern Minnesota Railroad and brought with him from Hokah, Minnesota, a group of experienced, responsible engineers and firemen who had worked with him on the S.M. The emigration of the Hokah railroaders and their families to Stevens Point is an interesting chapter in the history of the Wisconsin Central. Solid citizens and excellent in their jobs of pioneer railroading, the Hokah men stayed with the Central to round out a lifetime of loyal service.

Among the engineers who came to the Central from the Southern Minnesota in the early 80's were Lew Weyler, O. Holmes, George W. Martin, John McKinley, Gil Archibald, Frank “Black Pete” Martin, and John J. Green.

Emulating the general character of Gavin Campbell, John Henney looked strongly to the comfort and advancement of his enginemen and was greatly respected by the men of his department. Among his many works of improvement Henney made coal burners out of the original 15 Baldwin wood burners soon after he came from the Southern Minnesota in 1881.

A Down Easter and getting along in years Henney elected to return

to a more settled country and resigned in 1883, leaving the backwoods of Wisconsin to a younger, sturdier generation. Upon his return to the East, Henney was appointed Superintendent of Motive Power of the New York & New England Railroad—later a part of the New Haven. Following Henney in the management of the Central's mechanical department came William A. Short, a mature and experienced railroader from the Canada Southern. Short stayed with the Central until 1886 and during his three years in office imported his "Canucks"—so called jocularly—a group of young engineers from the Canada Southern. Husky and vigorous in character, the Canucks and their families settled down in Stevens Point and Ashland to take rank with the best of the Central's throttle and Johnson-bar artists. Among the first engineers to come from the Canada Southern were James "Mickey" McAdams, George W. Utter, J. H. Holman, R. C. Bloye, Nick Lamp and William Buckley, all of whom remained in active service until retirement age—except James McAdams.

One night about twenty years ago Jim and his big Pacific were dusting off the right of way at the head end of his regular run, No. 3, the road's best varnish, with orders to take siding and meet No. 4 at Stockton. Jim had carefully observed this same order on hundreds of previous nights, but that night as he swung around the curve at Stockton he was coming fast—too fast—and plowed head on into No. 4, standing on the main. Engineer Harrison on No. 4 stayed with his engine; with the inevitable result. When the wrecker—"The Big Hook"—finally reached Jim, he was flattened against the boiler head between a closed throttle and the brake valve in emergency position. And the cause of the wreck still remains one of those strange unexplained riddles to which Jim still holds the answer.

William A. Short, Master Mechanic since 1883, resigned in 1886 to return to the Canada Southern and Harry A. Barnes, a Central locomotive engineer, was appointed to fill the vacancy. As an engineer Barnes had few superiors but as an executive his record is one filled with doubtful endeavor. His despotic management and autocratic demeanor so enraged the rank and file of enginemen that they threatened to strike unless the services of Barnes came to a quick end. Barnes' outstanding accomplishment was represented in the abandonment of the Yankee modified diamond stack which was then standard equipment on all locomotives. Under Barnes' regime the locomotives were fitted with the Barnes straight stack, a slightly tapered straight stack which remained standard until subsequent improvements by McNaughton ten years later. Barnes came to the end of his rope in less than a year and left the employ of the company to be succeeded by John Player in 1887.

Player came from the old Iowa Central where he had served as General Shop Foreman and Master Mechanic for several years. First to be given

the title of Superintendent of Motive Power on the Central, Player filled the position with an ingenious technique heretofore unknown, and his name is written in Central locomotive history with capital letters—a master craftsman in every phase of the business. It was Player who tuned the new Waukesha shops to proper operating pitch in 1887-1888—his precise skill in valve setting put locomotives into efficient stride and top performance, his corrections in draft and combustion devices made free steamers out of chronic failures.

Player was too able a mechanic to go unnoticed for long, and in 1890 left the Central to accept the position of Assistant Mechanical Superintendent of the Santa Fe. Later advanced to Superintendent of Motive Power of the Santa Fe System, he achieved notable success as a designer and builder of Santa Fe power.

Before the days of pooled engines, chain gangs, tonnage trains, and extended locomotive mileage, every engineer who was entitled to a regular run practically "owned" a regular engine. A regular engineer's name and his engine number were almost synonymous and the engine was not used by others without the engineer's approval. When his regular engine required shop repairs, the engineer usually laid off during the repair period. This ideal relationship existed on the Central from the start but was particularly effective during the 1880's and 1890's.

When the new Schenectady eight-wheeled Standards (numbered 81-92) arrived in 1886, followed by similar Baldwins (numbered 95-106) in 1887, most of them were assigned to regular passenger service. Financed through the Central Car Company for the Chicago, Wisconsin & Minnesota Railroad (that part of the Central between Slinger and Chicago) the Schenectady Standards numbered 81-92 were used almost exclusively on the Chicago-Waukesha division. The Baldwins, 95-106, were financed through the Central Car Company for the Penokee Railroad which restricted their use to that portion of the road north of Waukesha. These engine assignments remained in effect until 1899 when the Wisconsin Central Railway Company acquired the Central Car Company and released all locomotives for general use on any part of the system.

One of the well known engineers of the 1880-1890 period, Rob McVicar, became the road's first traveling engineer. McVicar ran the Schenectady No. 90 until promoted and Joe Coffin fell heir to McVicar's pride. Major W. Haverstick piloted the 88, Jim Glover the 87, John McKinley the 86, Clark Smith the 84, Halsey Allan the 85, Jim Farley the 91, Bill Oates No. 83, Charlie Smelter No. 89, and Gil Archibald the 92.

On the Waukesha-Stevens Point division the Baldwin eight-wheelers took the brunt of the harder, longer runs with Jim Blaine on the 95, George (Pinky) Martin the 96, Ed (Bucko) Thiell the 97, Bill Schell No. 98, George Ratcliffe No. 99, Jim Donnelly No. 100, Black Pete Martin No. 101, and Tony Allan, the 102. It is regretted that space does not per-

mit a further listing of many other old time engineers, as well and favorably known as those above named, all of whom took part in the varnish parade of the 80's and 90's. In this connection it is interesting to know that several of these old timers are still very much alive and well on their way to reach the century mark: Jim Glover, Charlie Smelter, Ed Thiell, George W. Phillips, Slim Pendergast, John Green, William Buckley, W. D. Goltz, and H. C. Perkins. Incidentally, George W. Phillips is one of the executive officers of the Grand Lodge of B. of L. E.

The Ashland division and the St. Paul "West End" division were the toughest and hardest to negotiate in the 80's and 90's; where snow piled high in winter, and forest fires in summer made inspection obligatory before crossing bridges and trestles and all trains moved cautiously through the acrid muck of burning pineries and marshland, the hazards of railroading failed to daunt the vigorous young bucks who piloted the locomotives through the northern woods. Up there on the North end, first honors go to Harry Guy, Frank Calkins, and Jim Watson, of the 1873-1875 group. Next in point of seniority, during 1883-1887, are Walt E. Kendall, George Graham, G. W. Phillips, H. C. Perkins, George Shields, Dave Hill, J. E. Curley, Eli Whitwam, Tom Skelton, Bill Buckley, Ezra Redden, Bob Burns, Frank Budka, most of whom, a few years later, were "pulling the polished cars," and remained in that service until age retirement.

Even today there remain a few old patrons who rode the Central when the strongest tide of settlement surged through central and northern Wisconsin—who recall the exhilarating adventures aboard the old wooden coaches, under the kerosene lamps and the swaying bell-signal cord, to the tune of whistling triple-valves—when the trains were whipped around the curves by such memorable figures as engineers Jim Hubbard, Jim Glover, "Wild Walter" Gleason, Jack McKinley, Pinky Martin, Bucko Thiell, Bill Buckley, George Graham.

Tradition is richly colored with the feats of speed and endurance of those old timers and their smart little eight-wheelers.

When Phillips and Colby shoved off from Menasha with the Central in 1871 a youngster named William Henry "Billy" Pier got a job as brakeman on a work train. Soon, the line reached Waupaca, and two regular trains were placed in service on the thirty-five mile section. In charge of one of these trains was Billy Pier, the first conductor, at the mature age of 20. For forty years or more conductor Pier punched tickets on the Central's best passenger trains, his later years being spent on the Portage branch runs.

Of his contemporary brass badge companions little is known, yet memory and tradition bring out the names of conductors Ed Clark, Jim Clark, Pete McNorton, Tom Mitchell, Bob Howie, Dave Martel, Ed Ball, John Howie, and Charlie Connors, as earlier members of the group.

It will be remembered that Charles L. Colby of Phillips and Colby was a devout follower of the Baptist faith back East and taught a class of young men in Sunday School. When the Central placed trains in service both ways out of Stevens Point in 1872-73, Colby brought out to the wilds of Wisconsin some of his Sunday School boys to take jobs on his new railroad. One of the boys, named George Barrows, had been a clerk in a shoe store in Boston, and upon his arrival in Stevens Point became a full-fledged conductor, after a short break-in period as brakeman. Young Barrows elected to stay with his new job, while his eastern companions returned to "civilization," and was soon rewarded with a passenger run. Old George Barrows, affectionately called "Old Jawn" held the best runs on the road until three score and ten moved him into retirement—with a clean record as the second oldest conductor.

Following Billy Pier and George Barrows are some of the immortal names in the road's train service history—all conductors in passenger service in the 80's and 90's; Big Mose Gavin, who battled the rowdy gangs of hell-raising lumber-jacks to a standstill on his runs north of Stevens Point; Fred Minnebeck, the immaculate, a fancier of blooded St. Bernard dogs; the sartorially elegant Andy Clock, former chief train dispatcher, who deserted the telegraph key to answer the call of the blue uniform and brass buttons; Conductors Billy Webster, John McKee, Ed Ruben, John H. Murphy, Fred Waldo, Charlie Baker, Ed Regan, Al Adams, Danny Mullen, Milo Buckstaff, John Birmingham, Henry Greenfield, Bill Dana. Old patrons of the Central still speak with respect and admiration for conductors Billy Hitter, Ben Bowen, Billy West, Jack Heater, Charley Ray, Dan Pelton, Lee Prentice, Charley Hinckley—all significant figures in the inspiring age when conductors typified the road in fine spirit and good will.

One name must not be omitted in the saga of Stevens Point—that of Everett (Jumbo) Jackson, the 300-pound yardmaster, a man of mighty voice and appetite and the absolute master of his yard. With Jumbo Jackson worked John Madden, future general yardmaster at North Fond du Lac, and Jack O'Brien, later yardmaster at Stevens Point.

The yards at Menasha-Neenah came under the supervision of Dan Robinson, another old timer, his queer ally being the Baldwin mongrel switch engine No. 24, both perfectly at home on the snake tracks around the paper mills and canals.

To revert to the 1871-1881 period in review of the shop and roundhouse activity it will be remembered that Gavin Campbell held the responsibility of the mechanical department as well as functioning as assistant superintendent of the road during that period. Next in authority in the mechanical department under Gavin Campbell was Andrew Fenwick who came with Campbell in 1871 to act as general mechanic and roundhouse foreman at Stevens Point. Fenwick supervised the installation

of machinery in the Stevens Point shops erected 1872-1874 and thereafter became general mechanical foreman in charge of repair shops and roundhouses until 1881. During this period, roundhouses were located at Menasha, Stevens Point, Medford, and Ashland. Twenty-four locomotives constituted the entire roster, of which nine were property of the Milwaukee & Northern used by the Wisconsin Central under lease.

When Andrew Fenwick was promoted to the position of Master Mechanic in 1881 his former duties as General Roundhouse Foreman were handed along to three men: Neil McCallum, S. J. "Steve" Campbell, and C. W. "Black Charlie" Tait. Neil McCallum came from Hokah with Henney and was established as Roundhouse Foreman at Stevens Point in 1881, later transferred to Ashland as Roundhouse Foreman where he remained until retirement.

Steve Campbell was first located as Roundhouse Foreman at Medford (a local division point on the Ashland division) and later transferred to the Stevens Point roundhouse about 1887 where Charlie Tait had ruled both roundhouse and repair shop after the retirement of Andrew Fenwick, in 1882. Steve Campbell left the W.C. about 1898, and became Master Mechanic of the Mo. P. at Sedalia, Missouri.

When the new terminal was opened at Waukesha in 1887 Tait was promoted to the position of General Foreman of Shops and Roundhouse at that point.

It is interesting to note the progression in general repair shop locations and operations during the first thirty years of Wisconsin Central history.

Beginning 1872 the Stevens Point establishment performed all maintenance and repair work. Stevens Point: 1872-1887, locomotive and car shops. Stevens Point: 1887-1900, car repair only. Waukesha: 1887-1900, locomotive shops. North Fond du Lac: 1900-1940, locomotive and car shops.

In the Stevens Point shops after Andrew Fenwick left in 1882, Tom McPhail, the elder, and Tom Ramsdale served as machine and pit foremen under General Foreman Charlie Tait. William Putz was master painter. William Flannery ruled the upholstery roost and the little Scotsman, Jimmie Dunn, watched over the store room, measuring carefully every drop of valve and engine oil doled out to engineers.

Easily overshadowing all the lesser figures loomed the florid, dignified William Cormack, Master Car Builder—the shot gun enthusiast who slew myriads of teal and mallards each spring and fall in the nearby Buena Vista Marsh.

Another sturdy figure, John Frost, came to take charge of the Blacksmith shop at Stevens Point in 1886. For many years Jack Frost ruled his forge and anvil domain with typical iron hand—a gruff and kindly boss—and when age retired him the family tradition was carried forward by

his son George Frost, blacksmith foreman at the North Fond du Lac shop. "Back Shop," a term long used by railroaders, signifies the larger machinery repair shops in which worn and defective locomotives are stripped down to the bare boiler and rebuilt with new parts to original specifications.

The Back Shop at Stevens Point has been called a memorial to E. B. Phillips; likewise the Waukesha establishment a tribute to the energy of Finney, and the North Fond du Lac shops an appropriate memorial to Whitcomb; each representing the progress of the times.

Before the days of efficiency experts, of rigidly prescribed rules and predetermined timing operations, the old Back Shop was a simple, homely institution savoring of personal ideas and inclinations rather than exact mechanical science, where, for instance, an engineer might demand—with reasonable assurance of getting it—a smaller exhaust nozzle for his regular engine, a thirty-second more lead on his engine valves, a higher seat box, or a special whistle.

These now outmoded ideas prevailed in the old Stevens Point shops and even persisted to some extent in the newer Waukesha shops.

While not as impressive in size and output as the later North Fond du Lac Shops, the old Waukesha Back Shop in 1895-1900 typified the progressive spirit of the road to a greater degree than any other establishment, before or since. The Waukesha shop seemed to be imbued with a sort of loyal proprietary atmosphere, and harbored certain associations and interesting personalities which are inseparably a part of Wisconsin Central history. The king pin of this institution was James McNaughton, Superintendent of Motive Power and Cars.

McNaughton got a good start toward his later notable achievements during his eight years as Superintendent of Motive Power on the Central, the spring-board to broader opportunities in which to exercise his abundant talents. In appearance McNaughton was not an arresting figure—rather on the short and rugged order—of serious mien and sedate manner. Severely correct in habiliments and exact in the cut of his reddish beard, McNaughton will be remembered best for his intense singleness of purpose—that of the successful promotion of his department. Tough and intolerant of mistakes and errors, and with a terse, impersonal word of commendation for those who assisted in his schedules and plans, his seriousness of purpose never permitted him to unbend much nor indulge in the lighter moods except when talking to his machinist brother, Alex, an earnest, hard-working wrestler of driving boxes and main rods over on the pit side of the shop, but withal McNaughton enjoyed the full confidence and respect of all his men. McNaughton's office, at the west end of the main building, upstairs, overlooked the whole shop through broad windows and each morning "Little Jimmy" strode down the stairs and among the machines and benches closely observing every operation,

then passed his approval or criticisms along to Charlie Tait who "did the rest." Often he was accompanied by his chief clerk, Jim McMurtry, who came also from the Northern Pacific in 1890.

The position as Superintendent of Motive Power on the Central was McNaughton's first large assignment. Well grounded in shop practice and the mechanics of the business before this appointment, he had no previous experience in the supervision of road operation of locomotives. Nevertheless, "Little Jimmy" took hold of locomotive performance vigorously and efficiently, closely watching every detail and item of expense. Lubricating and valve oils seemed to hold his attention as closely as fuel consumption. Among engineers, valve oil was commonly called "McNaughton's blood" (in the manner of many older railroaders—waggish yet respectful), and all enginemen became familiar with the slogan, "In case of an impending collision, grab the valve oil, and jump."

During 1893-1898, Little Jimmy held down a tough job, and held it well. In the stringent economic situation, when those in control worked desperately to get the road back on its financial feet, President Whitcomb directed the full blast of official heat on McNaughton and others, demanding even sturdier and more economical performance of locomotives.

No one ever accused the "Old Man" (President Whitcomb) of being afraid of the cars. He clipped train schedules, stepped up locomotive tonnage ratings and put the problems up to McNaughton to solve. Whitcomb was now a rival and a stern competitor of his old railroad domain, the Milwaukee, Lake Shore & Western (C.&N.W.), and his keenest ambition and pleasure lay in deflating the Northwestern in any department of railroading.

Obviously no sinecure under these conditions, McNaughton's responsibility in his new job as Superintendent of Motive Power was a challenge, readily accepted and expertly handled. McNaughton and his enginemen took the brunt of the harder schedules imposed by Whitcomb, and the records testify to the able manner in which he executed his contract. McNaughton and his subsequent brilliant achievements require no laudation here, yet to those who knew him and appreciated his works, the memory of stern "Little Jimmy" is rich in square-shooting management and genuinely human endeavor.

To return to the Waukesha Shops in the 1890's: the foreman of the machine side of the Shop was Charles B. King, amateur virtuoso and fiddler of note, who preferred to talk of Bach and Beethoven rather than the technique of turning piston rods or driving axles.

On the erecting floor, Charlie Lambert and "Sir" Tomlinson, gang Foremen of the pits, tore down the crippled locomotives and rebuilt them, good as new. Val Smith reigned over the boiler shop. Porter and Dick Paxton ran the tool room; Frank Russell, the tin shop; and Bill Daley, the air brake room. (Daley was the Westinghouse air expert be-

fore whom all aspiring senior firemen came to be examined on air brake for promotion to the right side of the cab.)

Written prominently in the list of Waukesha Shop luminaries is the name of Andrew T. "Andy" Taylor, Foreman of the rod and link bench, and an expert trainer of apprentice lads. One of the most popular shop men in Central history, Taylor came to Waukesha in 1893 and ultimately into the position of General Superintendent of the North Fond du Lac Shops.

Over all this little mechanical domain stood the redoubtable Charlie Tait, General Foreman. The figure of Black Charlie Tait will remain long in Central tradition. Five feet five, 150 pounds of swarthy dynamite, Tait was a forceful man and belligerent, and a terror to machinists and apprentice boys.

Tait faded out of the Central picture due to the simple operation of setting up a loose main driving box wedge on one of the Baldwin moguls, the 114, standing in the roundhouse with steam up and ready to go. Hugh Hartford, the machinist, was heaving on the stubborn wedge with a heavy crowbar placed between the spokes of the driving wheel. In a moment of hurried impatience Tait climbed to the cab and gave her a little steam, intending to take the slack away from the wedge. Instead, he spun the drivers, and the flying crowbar sent Hartford down the long one-way trail. After the accident Tait never regained his old fire and nerve and left the road in June 1901, shortly after the North Fond du Lac shops went into operation.

In the removal of the Waukesha Shops to the newer establishment at North Fond du Lac, the Waukesha office and shop men followed the transfer, most of them retaining their former positions. The North Fond du Lac Shops were in full swing in 1901 when Alfred R. Kipp accepted appointment with title of Master Mechanic, succeeding Charlie Tait, General Foreman, resigned.

In the newly-created position of Master Mechanic, Kipp's responsibility centered in the supervision of all mechanical equipment, reporting direct to Superintendent of Motive Power, F. C. Cleaver. Kipp brought a refreshing modern touch to many old hide-bound back-shop customs and practices.

A talented young man, crisp and active, of excellent education and thorough knowledge of mechanical engineering, perhaps a trifle short on practical experience at the start, Kipp rapidly broadened his scope to the point of full authority in the Motive Power department. Kipp ultimately succeeded to the position of Superintendent of Motive Power upon the retirement of W. G. Menzel.

The personnel of the Back Shop serving directly under Kipp included: Charles B. King, general foreman; Dick Paxton, machine shop foreman; Charles Lambert, erecting foreman; Andy Taylor, erecting foreman; Wil-

liam Miller, erecting foreman; George Frost, blacksmith foreman; Val Smith, boiler shop foreman; Bill Daley, air brake foreman; John Koskanon, tool room foreman; Lynn Colburn, roundhouse foreman.

This group of Shop department heads remained unchanged until about 1907, when Charles Gasper was appointed General Foreman, following the resignation of Charles B. King, who went to the Denver & Rio Grande.

Young Gasper, like Kipp, represented the newer tendency in mechanical authority, that of technical education rather than practical experience. Unlike Kipp, Gasper experienced embarrassing difficulty in discerning the problems of Back Shop procedure, and concluded his brief sojourn in the realm of micrometers and monkey-wrenches to engage in commercial pursuits.

Upon the retirement of Gasper, the responsibility of the position fell upon A. T. "Andy" Taylor. One of the old school mechanics, and highly respected, Taylor knew all the questions and answers. Andy had been in the employ of the company for many years, and as General Foreman his administration displayed the full measure of successful accomplishment.

After the Soo lease of the Central in 1909, economic necessity compelled the partial abandonment of North Fond du Lac as the Central's mechanical headquarters. The extensive Shops of the Soo Line at Shoreham (Minneapolis) provided ample facilities for major repairs to Wisconsin Central motive power, and gradually that part of the Central's requirements has been shifted to Shoreham. Today the North Fond du Lac Shop buildings and machinery are unimpaired and practically intact, but the operations are confined mainly to running repairs, employing a skeleton force of about one-tenth of the number engaged at the turn of the century.

Wisconsin Central Master Mechanics and Superintendents of Motive Power with approximate years of service: Master mechanic: Gavin Campbell, 1871-1879; Master mechanic: Andrew Fenwick, 1879-1881; Master mechanic: John Henney, 1881-1883; Master mechanic: Wm. A. Short, 1883-1886; Master mechanic: Harry A. Barnes, 1886-1887; Master mechanic: A. R. Kipp, 1901-1908; Master mechanic: A. V. Birch, 1912-1930; Master mechanic: Al Fillmore, 1912-1926. Superintendent of Motive Power: John Player, 1887-1890; Superintendent of Motive Power: James McNaughton, 1890-1898; Superintendent of Motive Power: Angus Brown, 1898-1900; Superintendent of Motive Power: F. C. Cleaver, 1901-1902; Superintendent of Motive Power: W. G. Menzel, 1902-1908; Superintendent of Motive Power: Alfred R. Kipp, 1908-1914.

Traveling Engineers of the Wisconsin Central and approximate years of service: Rob McVicar, 1887-1890; Joe S. Coffin, 1890-1892; Jack Seeley, 1892-1894; W. G. Menzel, 1894-1897; Ben Seeley, 1897-1901; Major W. Haverstick, 1901-1903; John Orrick, 1902-1906 (Northern Div. only); Arthur T. Willett, 1903-1906; A. V. "Bob" Birch, 1906-1908 (Southern

Div.); Al Fillmore, 1906-1908 (Northern Div.); Chas. Gillespy, 1915-1916; M. C. Hrabik, 1916-1940. Traveling Firemen: James J. Purcell, 1893-1895; Alex Turner, 1895-1897; M. C. Hrabik, 1912-1916; J. R. Potter, 1916-1925.

Rob McVicar was one of the older men in the early group of engineers and held the position of Traveling Engineer from 1887 to 1890, resigning to become sales representative of the Galena Oil Company, later sales manager of Canadian territory. McVicar merits distinction in having served as the first Traveling Engineer on the Central.

J. S. "Joe" Coffin, another pioneer engineer succeeded McVicar in 1890, served as T.E. for about two years, then resigned to associate with Rob McVicar in the Galena Oil Company, later attaining a top notch executive position in that organization.

Following Joe Coffin in the position of T.E., Jack Seeley held the office from 1892 to 1894 and was succeeded by W. G. "Fred" Menzel. Menzel had years of experience behind him as a Central machinist and round-house foreman, his experience as an engineer being limited to two years of service prior to his appointment as T.E. In 1897 Menzel resigned to go with the Brooks Locomotive Works and Ben Seeley (brother of Jack Seeley) took over the office. Ben Seeley served in this capacity from 1897 to 1901.

Engineer Washington Haverstick was next selected for the position. Haverstick was pulling passenger on the Chicago division when the Spanish-American war broke, and immediately joined his regiment to accept active military duty in that conflict under Theodore Roosevelt. When peace was declared Haverstick was discharged from the Army with the rank of Major and thereafter Engineer Haverstick was known as Major Haverstick. In 1901 Haverstick was elevated to the position of T.E. and served two years, resigning to accept an appointment as U. S. Government Inspector of Federal Buildings. At this time the brisk business on the road required the services of two traveling engineers and John Orrick was appointed to function on the northern division.

After Haverstick retired from railroad service and John Orrick resumed his seniority position as passenger engineer, Arthur T. Willett became T.E. for the system. Willett was one of the truly colorful figures among Central enginemen. Slight, blonde and blue-eyed, the quiet young Canuck was the direct antithesis of the generally accepted picture of grizzled engineers. But his skillful technique and nervy handling of locomotives caught the eye of McNaughton, and the young Canuck was soon slated for better things. Whenever a locomotive on a hard run failed to deliver the goods and "make the time," Willett was called in to take a whirl at the problem.

It was Willett who "broke in" the first of the new "Big Brooks" ten-wheelers in 1898. The same year, when the higher-wheeled 227-230 class

arrived to head the heavy night passenger runs, two of the old regular engineers, accustomed to the smooth little eight-wheelers, were appalled at the size of the new engines, and a trifle reluctant to turn them loose on the 80-pound steel. In their hands, the new Brooks were not making good, and McNaughton's ire was really up. Here again, McNaughton found the solution in Art Willett, who was given the 227 on trains No. 3 and 4, and instruction to "make the time."

No amount of descriptive verbiage can portray the magnificent job of running executed by the young engineer. Roaring across the country, making spectacular stops, with a bit of showmanship in his work and all the confident élan in the book, Willett made history in the motive power department, and easily demonstrated that the new Brooks were all they were cracked up to be. When Haverstick retired from the T.E. position, Willett became the logical choice. In 1906, he left to join McNaughton at the Brooks Works where he remained in the locomotive delivery division until retirement age.

Scores of engineers, before Willett and since, have handled their engines and trains as smoothly and efficiently as the clever Canuck. Yet, he came to the front leading a newer order of eagle-eyes, and the flaring artistry of his performances won the admiration of his seniors and juniors alike.

Following Art Willett, the position of Traveling Engineer was filled by two older engineers: A. V. "Bob" Birch for the southern district, and Al Fillmore for the northern district. Birch remained in that office until 1908, became roundhouse foreman at the Shops, appointed master mechanic in 1912, serving in that capacity until retirement in 1930. Fillmore also took office as master mechanic in 1912, retiring in 1926.

Charles Gillespy, another senior locomotive engineer, took over the office of T.E. when Birch and Fillmore were promoted.

Upon retirement of Gillespy in 1916, M. C. Hrabik, present incumbent, was promoted with title of Road Foreman of Engines.

The post of Traveling Fireman on the Central has been one with few appointments at widely spaced intervals, more or less of a temporary nature in the earlier years. The position has been periodically created and abandoned in accord with ideas of the various superintendents of motive power. In 1893 Alex Turner, a young engineer, was appointed to the post, from which he resigned after three years' service to engage in other mechanical pursuits.

James J. Purcell held the office for a short term during the late 90's after which time the position was abandoned until 1912. In that year, M. C. Hrabik took charge of the coal stoking job, remaining until promoted to T.E. in 1916. Succeeding Hrabik, another young black diamond artist, J. R. Potter, came to the front and remained until the offices of traveling engineer and traveling fireman were combined under the supervision of the Road Foreman of Engines.

Biographies

THE following short biographies include some of the important and interesting figures in Wisconsin Central History:

GEORGE REED

Born in Middlesex County, Massachusetts, November 9, 1807. Studied at Castleton Academy and later Middleton College. Came to Milwaukee in 1834. Practiced law for some time. Member of the legislature from Waukesha County. He had four brothers, Hobard Reed of Milwaukee, Harrison Reed later Governor of Florida, Aron Reed of Waukesha and Curtis Reed, later of Menasha, Wisconsin. The sisters were Mrs. Alex Mitchel of Milwaukee, Mrs. D. T. Noyes and Mrs. A. D. Smith. George Reed was married to a daughter of Gen. Edward Bulkley in 1836. He was state senator from Manitowoc County for three terms, was first President of the village of Manitowoc 1851 taking office May 12. Reedsville, Wisconsin, was named after him. He was the organizer and first president of the Manitowoc & Mississippi Railroad, which was partially graded before being abandoned at the time of the panic of 1857. It was to run from Manitowoc to Menasha, hence to the wilds of Minnesota. Builder of the original plank road from Menasha to Kaukauna. Original promotor of the Wisconsin Central Railroad and President of its immediate predecessor, the Portage, Winnebago & Superior Railroad. Elected Vice-President, General Counsel and Director of the Wisconsin Central in 1871. Rightly called the Father of the Land Grant Railroad, namely, the Wisconsin Central.

Perished in the Newhall House fire, Milwaukee, Wisconsin, January 3, 1882.

GARDNER COLBY

Born at Bowdoinham, Maine, September 3, 1810, son of Josiah Colby whose fortune was swept away by the war of 1812. Gardner Colby worked in a potash factory, clerked in a general store, later opened his own store in Boston. Became a wholesaler, jobber, and importer of merchandise, as well as being interested in trade with China.

In 1850 became a manufacturer of woolen goods and purchased the Maverick Mills at Dedham, Massachusetts. During the Civil War was successful bidder on U. S. Government contracts for clothing, thereby accumulating a fortune. Retired from business and established home in Newton, Massachusetts, later undertook the construction of the Wisconsin Central Railroad, becoming its president 1871-1878. Retired from the presidency of the Wisconsin Central Railroad in 1878, returned to Newton, Massachusetts; died April 2, 1879.

Treasurer, Baptist Educational Society; Treasurer, Newton Theological Institute; Trustee, Brown University.

Endowed Waterville Literary College, Waterville, Maine, with \$50,000; college name changed to Colby College.

ELIJAH B. PHILLIPS

Entered railroad work October 1839 on the Boston & Worcester Railroad, freight receiver, cashier, local freight agent, at Boston, later Superintendent of the B.&W. Superintendent of the Cleveland & Toledo Railway; President of Michigan Southern & Northern Indiana; President of Lake Shore & Michigan Southern, 1869-1870; President, Phillips & Colby Construction Company, builders of the Wisconsin Central, 1871-1878; President of Graysville & Mattoon Railway; President of Eastern Railway Company; President of Toledo Cincinnati, & St. Louis Railroad; President of Fitchburg Railroad Company.

CHARLES L. COLBY

Born Boston, Massachusetts, May 22, 1839, graduated Brown University 1858. Entered railroad service as Treasurer of Phillips & Colby Construction Company, builders of the Wisconsin Central, 1870-1874. Vice-President of Wisconsin Central Railroad 1874-1878. President and Treasurer of Wisconsin Central Railroad 1878-1890.

Retired from railroad field 1890.

ELIAM ELIAKIM BARNEY

Another of the original directors of the Wisconsin Central. Born, Henderson, New York, October 14, 1807. Graduated Union College, 1831. School teacher, New York State 1831-1833. Professor Denison University, Granville, Ohio, 1833-1834. Principal Dayton Academy, 1834-1839. Principal, his own private school, 1839-1841. Saw mill business, 1841-1844. Failing health caused him to travel for a year, when he became principal of the Dayton Female Seminary for five years.

Mr. Ebenezer Thresher, to whom he had sold his saw mill, now proposed a co-partnership, which Mr. Barney accepted. Original capital, \$10,000. The manufacture of railroad cars was Mr. Thresher's idea and the first building for that purpose was erected in 1850. The first car built was shipped to LaFayette, Indiana, by way of canals and the Ohio River. In 1854 the firm became Barney, Parker & Company; in 1864 the firm became Barney, Smith & Company; in 1867, the firm became The Barney and Smith Manufacturing Company of Dayton, Ohio. Vice-President and Director, Second National Bank of Dayton. Director, Wisconsin Central Railroad. President, Cooper Hydraulic Company, Dayton. Denison University gave him honorary degree of Doctor of Laws in 1879. He was a generous benefactor of Denison. Prominent Baptist. Died, December 17, 1880. Buried, Dayton, Ohio.

MATT WADLEIGH

Matthew Wadleigh was one of the most active and influential business and political leaders in Stevens Point from the time of his arrival there in 1860 until his death. He was born in the village of Hatley, Province of Quebec on September 16, 1821. Left fatherless at two years of age, he remained on the home farm until he reached the age of 36. He then came to Wisconsin, locating at Jordan, six miles from Stevens Point on the Plover River. Three years later he removed to Stevens Point, but for many years thereafter continued to operate an important lumber business at Jordan. He built a sawmill in

partnership with his father-in-law and soon thereafter the McGreer mill at Jordan with large areas of timber lands. He also entered the lumber business in Stevens Point in partnership with Major E. R. Herren. He continued in that line until the exhaustion of the timber in the district in which he operated.

Mr. Wadleigh was greatly interested in politics, first as a Republican, then soon after the Civil War as a Democrat, and he was a recognized leader of the Democratic party in central Wisconsin for many years. He served as alderman and mayor of Stevens Point.

Deep interest was taken by Mr. Wadleigh in opening his home city to the Wisconsin Central railroad. He was one of the incorporators and one of the original board of directors.

GAVIN CAMPBELL

Born April 16, 1836, in Glasgow, Scotland, entered railroad work 1859 as machinist 1859-1865. Foreman Michigan Southern & Northern Indiana Railway Shops, 1865-1870. Foreman L.S.&M.S. Shops at Buffalo, New York, 1870-1871. Master Mechanic and Division Superintendent of Wisconsin Central Railroad 1871-1878. Assistant to General Superintendent Wisconsin Central Railroad 1878-1881, General Superintendent 1881-1882, Purchasing Agent 1882-1883, Superintendent of Penokee Division of Wisconsin Central Railroad 1883-1885, General Superintendent of Green Bay & Western Railroad March 23, 1885 to 1890, General Superintendent of Wisconsin Central 1890-1893. General Superintendent of Chicago & Northern Pacific Railroad 1890-1898. Retired 1898.

C. HARRIS

First Superintendent and General Superintendent of the Wisconsin Central, 1871-1879. Little information is available concerning Harris prior to his connection with the Central or thereafter. It is known that Harris was an experienced railroader, serving as a Division Superintendent on the Michigan Southern & Northern Indiana under Elijah B. Phillips when Phillips was president of that road in the late 60's.

When Phillips came to Menasha in 1871 to begin construction of the Central, Harris accompanied him to act as Superintendent and general right-hand man in the operation of the road as construction progressed toward the north.

Judging by the tone of meager old records, it is evident that Harris was a tireless worker, exerting every effort toward the early completion and successful operation of the road. Contemporary accounts indicate that Harris, like Gavin Campbell, was a man of character and integrity, held in high esteem by road contractors and the public with whom he dealt. News accounts of 1872-1876 pay tribute to Harris for his excellent endeavor, and indicate that Harris and Campbell made a good team working closely and harmoniously together.

In 1879 when Trustees Stewart and Abbot wrested control of the road from Phillips & Colby Construction Company, Harris was succeeded by Campbell, and in all probability accompanied Phillips to other railroad fields.

W. W. RICH

Born March 19, 1841, Dayton, New York, entered railroad service 1858. Rodman on construction work, Minneapolis & Cedar Valley, 1858-1859. U. S. Government surveys and Government Engineering Department 1866-1870.

Chief Engineer Wisconsin Central Railroad June 7, 1870 to February 1878. In charge of Northern Division Wisconsin Central Railroad 1874-1878. Engaged in locating and examining railroad properties for Boston and Chicago capitalists 1878-1879. Chief Engineer, Minneapolis & St. Louis Railroad 1879-1883. Chief Engineer, Minneapolis, St. Paul & Atlantic Railway 1883-1890. Superintendent, Minneapolis, St. Paul & Atlantic Railway 1890-1892. Consulting Engineer, Soo Line 1892 to retirement.

ANDREW FENWICK

Born Newcastle-on-Tyne, England, May 28, 1843, entered railroad service in 1864 as machinist Erie Shops, Erie Railroad, 1864-1870. Roundhouse Foreman, Indianapolis, Bloomington & Western Railroad at Urbana, Illinois, 1870-1871. Machinist Central Railway of N.J. Shops, 1871-1872. General Foreman Wisconsin Central Shops and Roundhouse, 1872-1880, Master Mechanic W.C. Railroad, 1881-1882, Master Mechanic Green Bay, Winona & St. Paul (Green Bay & Western), 1882 to 1906.

FREDERICK NORTON FINNEY

Born Boston, Massachusetts, March 7, 1832, son of Rev. Charles G. Finney, originator of co-education in Oberlin College, Oberlin, Ohio. Graduated in law, admitted to bar 1857, practiced Oshkosh, Wisconsin, 1857-1860. Joined Engineering Corps, Chicago & Northwestern Railway, served two years in construction of C.&N.W., Oshkosh to Van Dyne.

City Engineer, Toledo, Ohio, two years. First Assistant Engineer, Union Pacific, Mountain Division, 1864. Resident Engineer and Superintendent Lake Shore & Michigan Southern, Jamestown Division, 1864-1867. Chief Engineer Erie & Pittsburgh Railroad, 1867-1870. As Chief Engineer & General Superintendent, located and built the Canada Southern Railway, 1870-1874. Chief Engineer and Superintendent, Toledo, Peoria & Warsaw Railroad, 1875-1878. General Manager and Managing Director, Wisconsin Central Railroad, 1878-1888. Superintendent of Construction, Missouri, Kansas & Texas Railway, and Missouri, Kansas & Oklahoma Railway, 6386 miles in Oklahoma and Indian Territory. President of M.K.&T., M.K.&O., M.K.&Eastern, October 1, 1904-1907.

Author—"Three Months in Italy."

"A Souvenir of the Nile."

Died, March 16, 1916.

ANDREW A. ALLEN

Born Monmouth, Illinois, 1855. Telegraph Messenger, C.B.&Q. Ry., 1869-1872. Agent, Operator, Train Dispatcher, Toledo Peoria & Warsaw, 1872-1880. City Ticket Agent Wabash, St. Louis & Pacific, 1880-1882. Division Superintendent Wisconsin Central, 1882-1889. Assistant General Manager Wisconsin Central, 1889-1890. General Manager, Chicago & Northern Pacific, 1890-1892. Superintendent of Construction, Everett & Monte Cristo Railway, 1892-1893. General Manager M.K.&T. Railway 1893-1897. Vice-President and President M.K.&T. 1897-1908.

JOHN PLAYER

Born Kent, England, March 5, 1847. Started railroad work as machinist on the Iowa Central 1873. Became General Foreman, Master Mechanic, Superintendent of Motive Power and Cars, all on Iowa Central 1873-1887.

Superintendent of Motive Power Wisconsin Central, 1887-1890. Superintendent of Machinery on Santa Fe 1890. Superintendent of Motive Power on Santa Fe 1895.

EDWIN HALE ABBOT

Born Beverly, Massachusetts, January 26, 1834, graduated in law Harvard University 1855, practiced law in Boston and Milwaukee as corporation attorney. Became General Solicitor and Director of Wisconsin Central, 1873-1878. Trustee, Vice-President, and President Wisconsin Central 1878-1896. Director Northern Pacific 1887-1893. Director Santa Fe 1893-1896. Author of the Wisconsin Central plan 1879, of corporate organization by which control of the corporation is vested in bond holders through preservation to them of voting power on stock, being the first and original scheme out of which have grown many other forms of voting trusts.

Active in life insurance reforms, chairman of Massachusetts policy holders committee. Abbot retired from business in 1899, after effecting, against strong opposition, the amicable union of all Wisconsin Central properties into one company.

SAMUEL R. AINSLIE

Born 1848. Clerk, chief clerk, cashier, Sandusky, Dayton & Cincinnati Railroad 1864-1869. Clerk, Agent, Superintendent, Kansas Pacific Railroad, 1869-1878. General Freight and Passenger Agent, Superintendent Denver & Rio Grande. Superintendent, General Superintendent, General Manager Northern Pacific. General Manager Wisconsin Central Railroad 1889-1891. General Manager, Chicago & Northern Pacific 1891-1897. President and General Manager Chicago Terminal Transfer Railway.

JAMES McNAUGHTON

Born in Canada in 1859. Machinist apprentice and machinist Dunkirk Shops. Foreman in charge of Shops, Northern Pacific Railroad 1881-1890. Superintendent of Motive Power and Cars, Wisconsin Central, 1890-1898. Superintendent of Brooks Locomotive Works, Dunkirk, New York, 1899. General Manager Brooks and Schenectady Works, 1902. General Manager and Vice-President, American Locomotive Company 1905. President, Eddystone Munitions Works, 1917. Vice-President in Charge of New York Office, Baldwin Locomotive Company. Died July 27, 1928.

HOWARD MORRIS

Born, Madison, Wisconsin, October 6, 1856. Graduated from the University of Wisconsin in 1877 and from Law School in 1879. Practiced law in Milwaukee, became associated with the Wisconsin Central as Attorney, later General Solicitor, General Counsel, Receiver, and Vice-President. Retired from the Wisconsin Central in 1906, resumed law practice in Milwaukee until 1920, removed to Los Angeles where he died October 23, 1922.

H. F. WHITCOMB

Born 1848. Entered railroad work 1865. Agent, Clerk to the President, Superintendent, Agent at Fond du Lac, of the Sheboygan & Fond du Lac Railroad 1865-1871. General Freight and Passenger Agent, Milwaukee, Lake Shore &

Western 1873-1885. General Manager, M.L.S.&W., 1885-1893. Receiver & General Manager Wisconsin Central, 1893-1899. President, Wisconsin Central 1899-1906.

SUMNER J. COLLINS

Born Oconomowoc, Wisconsin, March 1848. Entered railroad service 1862. Telegraph operator 1862-1870, train dispatcher 1870-1880, Assistant Division Superintendent 1880-1882, Division Superintendent 1882-1890, all on the Chicago, Milwaukee & St. Paul Railway. General Superintendent Louisville, New Albany & Chicago Railway, 1891-1893. General Superintendent Wisconsin Central Railway, November 27, 1893-November 25, 1901.

ALBRO H. HORN "A.R.H."

Born in Coos County, New Hampshire, October 22, 1847. Section laborer, 1863; Section foreman, 1864; brakeman, 1864-1867; conductor, 1868; foreman floating construction gang, 1868-1871; conductor and roadmaster 1871-1879, all on the Chicago & North Western Railway. Conductor, Santa Fe Railroad, 1883-1884. Trainmaster, C.&N.W., 1884-1885. Roadmaster "Omaha" Railroad, 1885-1886. Conductor, Trainmaster, Assistant Superintendent, and General Superintendent, Chicago, Burlington & Northern, 1886-1887. Division Superintendent Soo Line, 1887-1888. Superintendent of St. Paul Division, Wisconsin Central, 1888-1891. Superintendent St. Paul & Ashland Division, Wisconsin Central, 1891-1900. Superintendent Southern Division Wisconsin Central, 1900-1904. Retired from railroad work 1905. Hotel proprietor Fond du Lac 1906. Salesman railroad supply house 1910 until retirement.

FRANK HERBERT MARSH

Born 1855. Telegraph operator, train dispatcher, Lake Shore & Michigan Southern, 1874-1880. Train dispatcher, Kansas Pacific Railroad 1880-1887. Train dispatcher, Chief dispatcher Northern Pacific, 1887-1890. Superintendent Yellowstone Division Northern Pacific 1890. Division Superintendent, Assistant General Superintendent Wisconsin Central, 1890-1904.

E. H. CUTTER

Born 1854. Brakeman, conductor, Chicago & North Western 1879-1889. Chief Clerk to Division Superintendent Wisconsin Central, 1889-1894. Trainmaster Wisconsin Central, 1894-1900. Division Superintendent at Abbotsford, Wisconsin Central, 1900-1906.

GEORGE W. WEBSTER

Born Oshkosh, Wisconsin, December 1, 1870. Clerk and Secretary to General Manager, Milwaukee Lake Shore & Western. Secretary to H. F. Whitcomb, Wisconsin Central 1893. Elected Director, Wisconsin Central 1906, Trustee 1923 to date. Now President, Soo Line.

C. M. WINTER

C. M. Winter came to the Central in 1886 and in 1904 took over the position of Superintendent of Terminals in Chicago. About 1907 when the man-

agement finally caught up with A. R. Horn, Superintendent of the Southern Division, and ushered him hurriedly through the door marked "Exit," C. M. Winter succeeded Horn and remained until the declaration of war in the last World War. Enlisting in the U. S. Army, Engineers Corps, Railroad and Telegraph Division, Winter joined a company of Wisconsin and Minnesota volunteers, all seasoned railroad men from all departments, who were sent to Russia in 1917 and stationed at Harbin, Manchuria, to operate a section of the Russian Transcontinental Railroad. Other old W.C. and Soo men of this company were A. G. Greenseth, Master Mechanic; F. W. Keeler, Train Dispatcher; and Charley Bauers, Roundhouse Foreman. At the close of hostilities after eighteen months in Russia, Winter returned to civil life with the rank of Major and resumed his position as Superintendent of the W.C.-Soo at Fond du Lac, remaining in active service until retirement age. Died in 1938. Eminently competent, generous in the adjudication of operating problems, and a thorough railroader, few Central officials have gained the great measure of respect and affection as shown for Winter by train and enginemen.

E. F. POTTER

Born Charleston, N.C., September 25, 1855. Entered railroad work on C.&N.W. 1876. Superintendent and General Manager, Chicago, Fort Madison & Des Moines Railroad from 1891 to 1901. General Manager, Davenport, Rock Island & North Western at Davenport, Iowa, February 27, 1901-October 1, 1901. General Superintendent of Wisconsin Central October 1901-1909. General Superintendent Wisconsin Central under Soo control 1909 to January 1, 1924. Portly and distinguished in appearance, courtly and affable in action, Potter will be remembered best for his genuine personal interest in the men who ran the engines and trains. Appointed Chairman Railroad Labor Board of Adjustment No. 2 at Washington, D.C., serving from July 1, 1918 to April 1, 1921. Died April 22, 1940.

C. L. SIMPSON

Born April 3, 1881. One of the few old timers remaining in active service. A native of Neenah where he started as operator in 1899, worked other stations as telegrapher, served as train dispatcher and appointed Chief Dispatcher at Fond du Lac in 1911, Trainmaster from 1917 to 1918. Appointed Division Superintendent in 1926, and for the last decade has been permanently located at Stevens Point as Superintendent of the Soo Line "Stevens Point Division," which embraces the entire line of the Old Wisconsin Central.

After forty-one years in the harness, Superintendent Simpson directs traffic affairs over Wisconsin Central rails with abundant vigor and enthusiasm, an able railroader and an estimable gentleman.

WILLIAM J. PATTERSON

To the old timers of the Wisconsin Central it seems the winters in northern Wisconsin during the 90's sent the thermometer lower, piled the snow higher, and made the going tougher than those of the later softer years.

And those severe winters bring to mind the picture of the snow-bound yard at Stevens Point and young Billy, the night call boy at the yard office; a spindling lead-footed kid, lead-footed because of huge boots three sizes too big, handed down in family succession, slogging through the snowdrifts with his old oil lan-

tern showing dim and frosty, while he rounded up conductors and their "shacks" for the night runs.

Good nature, a guileless callow grin, and a most inquisitive turn of mind hell-bent on railroading brought Billy an humble popularity among trainmen, and in due course the call boy realized his fervent ambition and became the swaggering possessor of a brakeman's badge, a book of rules and a switch key.

After a few years of throwing switches, switching cars, packing hot-boxes, pulling down coal and taking water while the fireman hoed the pan, Billy traded his brakeman's badge for a better one and became a conductor—an extra conductor in freight service.

The goal was reached, and Billy dwelt in an aura of sublime satisfaction, but not for long; he had failed to reckon with the vagaries and truculent whims of the absolute monarch, "Old A.R.H." Division Superintendent Horn.

For some technical hair-trigger reason, "A.R.H." urged Billy to turn in his keys and take an extended indefinite vacation in remote parts without pay. Courteously and forthrightly Billy complied and wound up out in Montana on the rails of the vast Northern Pacific where he dug in on the conductors' extra list with the happy realization that the N.P. was a better railroad than the W.C., anyway.

Years of "conducting" freight trains across Montana and the Dakota prairies, holding responsible offices in trainmen's organizations as an avocation, the erstwhile call boy finally found himself in the councils of state law-makers, promoting the welfare and interests of brothers and the brotherhood.

Since then, Billy has come a long way. A mahogany desk and deep leather chair in Washington, D.C., have replaced the hard springless cushion in the N.P. caboose, and the call boy is now the Honorable William J. "Billy" Patterson, member of the United States Interstate Commerce Commission, Department of Railroad Inspection.

C. E. URBAHNS

Born November 3, 1870 at Valparaiso, Indiana. Former train master on the Nickle Plate, appointed train master Wisconsin Central 1904, became Division Superintendent in 1911 and remained in that office until 1920. After the Soo Line gained control of the Central became General Superintendent of the W.C. Division of the Soo, 1920 to 1929. Appointed General Manager of the Duluth, South Shore & Atlantic in April 1929. Retired October 1, 1939.

F. W. URBAHNS

Born August 30, 1868, Valparaiso, Indiana. Appointed chief train dispatcher Wisconsin Central about 1904, promoted to position of Division Superintendent at Fond du Lac in 1923. Superintendent of Terminals in Chicago 1926 to 1937. Died September 20, 1937.

A. J. VAN VALKENBURG

Grew up on the Central—train dispatcher, train master, appointed Superintendent of Northern Division about 1902.

LOUIS J. SEEGER

Wisconsin Central telegraph operator, train dispatcher, chief dispatcher, train master, 1890 to 1911.

Appendix I

Corporate Structure

IN THE corporate structure of the Wisconsin Central, twenty-nine different railroad projects were involved.

The following chart shows the name of each corporation, the state and date of incorporation and the date and manner of succession, culminating in the Wisconsin Central as now constituted.

Reference to each of these corporations is made by its respective key number shown in the first column.

1. WINNEBAGO & LAKE SUPERIOR R.R. Co.
Incorporated April 6, 1866, in Wisconsin.
Consolidated May 24, 1869, with 2 to form 4.
2. PORTAGE & SUPERIOR R.R. Co.
Incorporated April 9, 1866, in Wisconsin.
Consolidated May 24, 1869, with 1 to form 4.
3. MANITOWOC & MINNESOTA R.R. Co.
Incorporated March 6, 1868, in Wisconsin.
Consolidated July 10, 1871, with 7 to form 8.
4. PORTAGE, WINNEBAGO & SUPERIOR R.R. Co.
Incorporated May 24, 1869, in Wisconsin.
Consolidated December 5, 1870, with 5 to form 6.
5. PORTAGE, STEVENS POINT & SUPERIOR R.R. Co.
Incorporated March 16, 1870, in Wisconsin.
Consolidated December 5, 1870, with 4 to form 6.
6. PORTAGE, WINNEBAGO & SUPERIOR R.R. Co.
Incorporated December 5, 1870, in Wisconsin.
Name changed to 7, February 4, 1871.
7. WISCONSIN CENTRAL R.R. Co.
See 6.
Consolidated July 10, 1871, with 3 to form 8.
8. WISCONSIN CENTRAL R.R. Co.
Incorporated July 10, 1871, in Wisconsin.
Sold July 13, 1899, in reorganization to 27.
9. THE CHIPPEWA FALLS & WESTERN RY. Co.
Incorporated July 25, 1873, in Wisconsin.
Sold to 18, May 31, 1888.
10. WISCONSIN & MINNESOTA R.R. Co.
Incorporated August 7, 1879, in Wisconsin.
Sold to 22, May 31, 1888.
11. PACKWAUKEE & MONTELLO R.R. Co.
Incorporated July 14, 1881, in Wisconsin.
Sold to 27, July 13, 1899.
12. MILWAUKEE & LAKE WINNEBAGO R.R. Co.
Incorporated March 24, 1882, in Wisconsin.
Sold to 27, July 13, 1899.
13. THE GOGEBIC & MONTREAL RIVER RY. Co.
Incorporated December 27, 1883, in Michigan.
Leased to 20, September 1, 1886.

14. ST. CROIX & CHIPPEWA FALLS R.R. Co.
Incorporated March 15, 1884, in Wisconsin.
Consolidated June 28, 1884, with 17 to form 18.
15. CHICAGO, WISCONSIN & NORTHERN R.R. Co.
Incorporated March 27, 1884, in Wisconsin.
Sold to 19, June 30, 1888.
16. CHICAGO & WISCONSIN R.R. Co.
Incorporated March 27, 1884, in Illinois.
Sold to 27, July 13, 1899.
Incorporated August 19, 1885, in Wisconsin.
Sold to 27, July 13, 1899.
20. PENOKEE R.R. Co.
Incorporated September 1, 1886, in Wisconsin.
Sold to 22, May 31, 1888.
17. ST. PAUL & ST. CROIX R.R. Co.
Incorporated April 4, 1884, in Minnesota.
Consolidated June 28, 1884, with 14 to form 18.
18. MINNESOTA, ST. CROIX & WISCONSIN R.R. Co.
Incorporated June 28, 1884, in Wisconsin and Minnesota.
Merged with 22, May 31, 1888.
19. CHICAGO, WISCONSIN & MINNESOTA R.R. Co.
21. THE ST. PAUL & ST. CROIX FALLS RY. Co.
Incorporated November 28, 1885, in Minnesota.
Sold to 18, May 28, 1888.
22. WISCONSIN CENTRAL Co.
Incorporated June 17, 1887, in Wisconsin.
Sold July 13, 1899, to 27.
23. THE ABBOTSFORD & NORTHEASTERN R.R. Co.
Incorporated April 15, 1889, in Wisconsin.
Sold to 27, January 29, 1910.
24. PORT EDWARDS, CENTRALIA & NORTHERN RY. Co.
Incorporated January 23, 1890, in Wisconsin.
Sold to 26, February 14, 1896.
25. MANITOWOC & WESTERN R.R. Co.
Incorporated May 25, 1895, in Wisconsin.
Sold to 12, July 12, 1895.
26. MARSHFIELD & SOUTHEASTERN RY. Co.
Incorporated February 14, 1896, in Wisconsin.
Sold to 27, May 1, 1901.
27. WISCONSIN CENTRAL RY. Co.
Incorporated December 30, 1897, in Wisconsin.
Leased to Soo Line, April 1, 1909.
28. OWEN & NORTHERN RY. Co.
Incorporated May 24, 1904, in Wisconsin.
Sold to 27, June 11, 1906.
29. LAKE SUPERIOR & SOUTHEASTERN R.R. Co.
Incorporated October 8, 1904, in Wisconsin.
Sold to 27, June 11, 1906.
- A. THE CENTRAL TERMINAL RY. Co.
Incorporated May 27, 1911, in Illinois.
Leased to 27.
- B. UPHAM MANUFACTURING Co.
Logging road—built with Wisconsin Central aid.
- C. LUGER LUMBER Co.
Logging road—built with Wisconsin Central aid.

Of the twenty-nine corporations comprising the line of succession terminating in the Wisconsin Central as now constituted, thirteen corporations did not construct any road or common-carrier property. The

thirteen non-building corporations are listed as follows, opposite their respective key numbers as shown on preceding pages:

<i>Number</i>	<i>Name</i>
1.	Winnebago and Lake Superior R.R. Co.
2.	Portage and Superior R.R. Co.
3.	Manitowoc and Minnesota R.R. Co.
4.	Portage, Winnebago and Superior R.R. Co. (of May 24, 1869)
5.	Portage, Stevens Point and Superior R.R. Co.
6.	Portage, Winnebago and Superior R.R. Co. (of December 5, 1870)
7.	Wisconsin Central R.R. Co. (of February 4, 1871)
14.	St. Croix and Chippewa Falls R.R. Co.
15.	Chicago, Wisconsin and Northern R.R. Co.
17.	St. Paul and St. Croix R.R. Co.
21.	St. Paul and St. Croix Falls Ry. Co.
22.	Wisconsin Central Co.
25.	Manitowoc and Western R.R. Co.

Of the twenty-nine corporations comprising the line of succession culminating in the Wisconsin Central as now constituted, sixteen corporations were actively engaged in construction of the road.

The sixteen builders of railroad and common-carrier property owned or operated by the Wisconsin Central are as follows:

<i>Number</i>	<i>Name</i>
8.	Wisconsin Central R.R. Co. (of July 10, 1871)
9.	The Chippewa Falls and Western Ry. Co.
10.	Wisconsin and Minnesota R.R. Co.
11.	Packwaukee and Montello R.R. Co.
12.	Milwaukee and Lake Winnebago R.R. Co.
13.	The Gogebic and Montreal River Ry. Co.
16.	Chicago and Wisconsin R.R. Co.
18.	Minnesota, St. Croix and Wisconsin R.R. Co.
19.	Chicago, Wisconsin and Minnesota R.R. Co.
20.	Penokee R.R. Co.
23.	Abbotsford and Northeastern R.R. Co.
24.	Port Edwards, Centralia and Northern Ry. Co.
26.	Marshfield and Southeastern Ry. Co.
27.	Wisconsin Central Ry. Co.
28.	Owen and Northern R.R. Co.
29.	Lake Superior and Southeastern R.R. Co.

Construction data is shown in following pages under corporation numbers as above.



Appendix II

Construction Record

<i>Year</i>	<i>Company Number</i>	<i>Line</i>	<i>Mileage</i>
1871	8	Menasha to Stevens Point	63.42
1872	8	Stevens Point to Colby (Section 53)	52.93
1872	8	Ashland to Penokee	29.17
1872	8	Menasha spur toward Appleton	2.50
1873	8	Colby to Worcester (Mile Post 101)	49.24
1873	9	South Chippewa Falls to Eau Claire	10.25
1875	8	Stevens Point to Hancock	27.60
1876	8	Worcester (Mile Post 101) to Butternut Creek	32.00
1876	8	Penokee to Chippewa Crossing (Glidden)	14.60
1876	8	Hancock to Portage City	43.15
1877	8	Butternut Creek to Chippewa Crossing (Glidden)	10.00
1880	10	Abbotsford to Chippewa Falls	54.24
1881	8	West of Menasha to Neenah	1.90
1881	11	Packwaukee Jct. to point east	2.80
1882	12	Neenah to Schleisingerville	63.80
1882	11	East of Packwaukee Jct. to Montello	4.87
1883	8	Chelsea to Rib Lake	5.33
1883	9	Chippewa Falls to Central Jct.	2.00
1884	18	St. Croix Jct. (Chippewa Falls) to Trout Brook Jct. (near St. Paul)	102.66
1886	9	Central Jct. to Chippewa Jct.	2.04
1886	19	Schleisingerville to Illinois State Line	65.96
1886	16	Illinois State Line to Forest Park (Chicago)	48.37
1887	20	Mellen to Hurley	26.69
1887	13	Hurley to Bessemer, Michigan	7.00
1887	8	Ashland Ore Dock Line	2.11
1889	23	Abbotsford to Athens	14.85
1890	24	Marshfield to Port Edwards	29.29
1890	8	Eau Claire Terminal .....	.31
1891	8	Marshfield to Greenwood	22.42
1896	12	Hilbert Jct. to Manitowoc	27.37
1896	26	Port Edwards to Nekoosa	3.54
1899	B & 27	Goodrich Jct. to Goodrich	10.39
1905	C & 27	Luger Jct. to Luger ville	5.23
1905	27	High Bridge Relocation	1.08
1906	28 & 27	Owen to Ladysmith	45.64
1907-8	27	White River Relocation	2.30
1908	29 & 27	Ladysmith to South Superior	102.36
1909	27	South Superior to Superior	5.44
1910	27	Spencer to Owen and Wye at Owen	19.90
1910	27	Howard to Colfax (Relocation)	10.86
1910	27	New Richmond to Withrow Jct. (Relocation)	17.97
1910	27	Downing to Cylon (North Line)	14.64
1913	27	Withee Relocation	1.62
1917	27	Paint Creek Revision (East of Chippewa Falls)	1.29
1918	27	Chippewa Falls Relocation	4.99
1916-17		New Ashland Ore Dock Built	
1924		New Ashland Ore Dock Extended	

WISCONSIN CENTRAL ABANDONMENTS

1881	Old Line West of Menasha	1.04
1889	South Chippewa Falls to Chippewa Jct.	2.79
1897	Menasha toward Appleton (spur)	2.50
1909	High Bridge and White River Relocations	2.47
1910	Howard to Colfax	13.41
1910	New Richmond to Carnelian Jct.	18.82
1913	Withee Relocation	1.83
1918	Chippewa Falls Relocation	4.40
1918	St. Croix Jct. to Central Jct. ....	.51
1933	Goodrich Jct. to Goodrich	10.39
1934	Abbotsford to Curtiss	5.01
1937	Luger Jct. to Lugerville	5.23
1937	Section of Nekoosa Branch	11.67
1938	Curtiss to Owen	6.05

NOTE: Chippewa Jct., Central Jct., and St. Croix Jct. are within the yard limits of Chippewa Falls.

The construction mileage shown here is in accord with early official records, and in many cases will not agree with the present main line mileage between stations. This may be explained by the fact that original construction records often included the length of sidings, spurs, and wyes. In some instances the towns and villages on the Wisconsin Central did not exist at the time of the building of the road, and the original record indicated a point near the present station location.



Appendix III

Rules of the Pioneers

FROM an old W.C. Book of Rules effective October 1, 1878, a few pertinent rules are shown here for the edification of the modern railroaders. Selected at random, these rules indicate clearly how the young bloods of the '70s were taught to handle their trains. Compiled by Frederick N. Finney, who was appointed General Manager in 1878, this Book of Rules remained in effect generally until an improved code of rules was adopted in 1886.

Rule No. 5. Great care must be exercised by all persons when coupling cars. Inasmuch as the coupling apparatus of cars or of engines cannot be uniform in style, size and strength, and is liable to be broken, and from various causes, to render it dangerous to expose the hands, arms or persons of those engaged in coupling between them, employees are ENJOINED, before coupling cars or engines, to EXAMINE, so as to KNOW the kind and condition of the draw-bar, link and coupling apparatus, and are prohibited from placing in the trains any car with a defective coupling, until they have first reported its defective condition to the Yard Master or Conductor. Sufficient time is allowed and may be taken by employes, in all cases, to make the examination required. Coupling by hand is strictly prohibited in all cases where a stick can be used to guide to link or shackle; and each Yard Master, Switchman, Brakeman, or other employee who may be expected to couple cars, is required to provide himself, at all times, with a stick for that purpose.

Any employee who, by carelessness or negligence, causes or permits damage or injury to the property of the Company, or that of the public entrusted to the Company, will be required to pay for the same, and the amount will be deducted from his wages.

Rule No. 12. The STANDARD TIME is the Clock in the Train Dispatcher's Office at Milwaukee.

Conductors and Engineers must know that their time agrees with the Clock in the Train Dispatcher's Office.

Conductors and Engineers will always allow FIVE MINUTES for possible differences in watches.

Rule No. 21. When part of a train becomes detached, the Engineer shall give the Trainmen notice of the same, as well as signify that he himself is aware of the fact, by two successive sounds of the whistle—the first prolonged, the second much shorter. (This signal must, when necessary, be repeated several times, and when circumstances require, must be given very loudly), and keep moving ahead out of the way of the detached portion, and not back up close to it UNTIL HE KNOWS IT HAS BEEN BROUGHT TO A STAND, and after whistling, he is signalled to approach. If the detached portion is not visible, nor its location known to the Engineer, so that he can at once return to it, he will run to the first side-track with the train he has, and leave it. The detached portion of the train left on the main track should be quickly stopped, and protected by signals, FRONT AND REAR, by the Trainmen, until the Engine returns. The Engineer, in returning, will take every precaution to avoid running into it.

Rule No. 22. Passenger Trains, or Sections of Passenger Trains, must keep at least ten minutes apart. All other Trains, of whatever kind, moving in the same direction, whether as sections of one train or otherwise, are required to run not less than five minutes apart. In cases of storm or fog this time should be increased as circumstances require. At meeting points trains may move out promptly together when necessary to let other trains pass, but after so doing will at once fall behind the required distance.

When several sections of a train, or several distinct trains each knowing the position of the other, are endeavoring to reach the same meeting or passing point, they are allowed, on approaching closely to the same, to close up, so as to avoid unnecessary delay, but in every case must keep sufficiently apart to insure perfect safety. All trains, in following others, must look out sharply at all points where they may be required to stop. **IN CASE ANY TRAIN IS DETAINED UNEXPECTEDLY**, so that it is **NEARLY UPON THE TIME OF SOME FOLLOWING TRAIN**, the Conductor of the delayed train must arrange to notify the following train of his position, through a Station Agent, or by flagmen, in order that the following train may keep the required distance.

Rule No. 33. All Trains of an inferior class will be governed by Rules Nos. 31 and 32 as regards **EACH OTHER. CONDUCTORS AND ENGINEERS WILL ALWAYS ALLOW FIVE MINUTES FOR POSSIBLE DIFFERENCE IN WATCHES. THIS MUST NOT BE USED BY EITHER TRAIN.**

Rule No. 38. **WILD TRAINS HAVE NO RIGHTS WHATEVER**, and will be run, avoiding **ALL SCHEDULED TRAINS**, Clearing their time **AT LEAST FIVE (5) MINUTES**, and taking none of their rights under any circumstances whatever, except as in rule 45.

Rule No. 46. When two or more trains are running on the same time, under cover of red signals, the leading train shall be designated as the **FIRST** section, and the next as the **SECOND** section, and so on indefinitely. **SEE RULES 73 and 76.**

Rule No. 54. **RULES GOVERNING TRAINS ON LAKE BUTTE DES MORTS BRIDGE.** That portion of the track across Lake Butte des Morts Bridge, between the intersection of the Wisconsin Central Railroad, near the south end of the bridge at Neenah, and north end of the bridge, at West Menasha, will be used in common by trains of this Railroad, and trains of the Chicago & Northwestern Railway.

Rule No. 55. Trains on the Chicago & Northwestern Railway going in either direction have the preference over trains on the Wisconsin Central Railroad **OF THE SAME CLASS.**

Rule No. 56. All Trains and Engines going in either direction must come to a full stop not less than two hundred feet from said intersections, and must not proceed until they know that they have the right to the track, and that both the Targets are set for them to pass.

Rule No. 57. The Targets will be set horizontally for passage of Chicago and Northwestern Railway Trains, and perpendicularly for passage of Wisconsin Central Railroad Trains.

Rule No. 58. When the Targets can be plainly seen from one intersection to the other intersection, delayed or irregular trains may proceed at slow speed, taking all necessary precautions to prevent accidents, but when the weather is such that Target cannot be seen as above mentioned, then a man with a flag must be sent ahead of trains the entire distance.

Rule No. 59. The position of the Target at night will be indicated by Green Lights.

Rule No. 60. No Train or Engine will under any circumstances run between said junctions at a speed exceeding six miles per hour.

Rule No. 67. One blast of the whistle of five seconds duration is the Station Signal and must be given one-half mile before reaching the same. One blast of the whistle of one second and two of one-half second each, is the signal for highway crossings, and must be made at the signal posts, and the bell rung until the crossing is passed.

Rule No. 68. Make all whistle signals as short, quick and distinct as possible, and avoid the nuisance of long, loud whistling in all cases.

Rule No. 70. When a locomotive is necessarily used on Sunday, the whistle must not be blown except for the application of the brakes **TO AVOID ACCIDENTS.**

Rule No. 73. **TWO RED** flags by day, and in addition, **TWO RED** lights by night, displayed on the front of an engine, indicate that an engine or train is following which has **EXACTLY THE SAME RIGHT** to the track as the engine bearing the signal, **AND NO MORE**, and must be regarded accordingly by other engines and trains. When two red flags or two red lights cannot be obtained, one red flag or one red light shall be regarded as of same meaning. A **WHITE FLAG** by day, or two **WHITE** lights by night, borne upon the front of an engine, indicates that an engine or train is following which will keep out of the way of all regular trains, but will have the right of track over wood and gravel and working trains, which will keep out of the way accordingly.

In all cases, Conductors of regular trains must give the directions for placing the signals on their engines showing that an extra train or engine is to follow, and Engineers will not carry such signals except by order of the Conductors of the trains they are running. Extra trains or engines will not be allowed to follow a passenger train, except in case of absolute necessity, when they must be run with the utmost care.

Six short blasts of the whistle will be given from an engine carrying red signals, on meeting opposing trains or passing trains running in the same direction, and the engineers of opposing trains, or trains that are being passed, after distinctly seeing the signals carried, will answer the signal by two short blasts of the whistle.

When two engines meet, both carrying signals, each will give the signal and answer, and it shall be the duty of an Engineer giving the signal, to see that it is promptly answered, and if it is not, he must, if moving, stop his train, and notify his Conductor, who will see, as will also the Engineer himself, that their signals are observed, and ascertain the reason of failure to respond by whistle.

Rule No. 96. Conductors and Brakemen are directed not to act as runners or solicitors for boarding houses or hotels. They must not permit any gaming, betting, or gambling of any description whatsoever in any car, station or other building or place belonging to the company. They are required to arrest any person violating this rule, and are authorized to make such arrests summarily and without warrant, and to bring him before any court of competent jurisdiction or deliver him to any proper officer to be so brought.

Rule No. 103. In approaching stations and other points where the train is to be stopped, the Brakemen must use their brakes with judgment, and not wait for signals to slacken speed.

Brakemen will not apply brakes so tightly as to slide a wheel, nor allow the brake to remain applied **OVER THREE MINUTES TO THE SAME WHEEL** while in motion, and in descending grades will use the brakes of several cars to check and regulate the train.

Rule No. 125. Freight-train Brakemen are not to ride in the caboose cars or on the engine (see Rule No. 143, to Engineers) except in inclement weather, and **THEN** only for a short time and by permission of their Conductors. At least one man must be outside at **ALL** times. Where more than two brakemen are employed on a train, the Conductor may use his discretion relative to permitting one of them to ride in the caboose car between Stations, and when not needed outside. In descending grades, and in approaching and passing through Stations, **ALL** Conductors and Brakemen must be at their posts, and giving attention to the movement of their train. In descending grades, the speed of trains is ordinarily to be regulated by the use of several of the rear brakes, using the caboose brake as little as possible at all times. Conductors are required to see that this rule is observed, and will be held responsible accordingly.

Rule No. 143. Engineers **WILL NOT ALLOW ANY PERSON** not employed upon their engines to ride there, except the officers of the road, or the Conductors of their train, unless it be by permission of the Superintendent or Master Mechanic. An exception to the above may be made by allowing the head brakeman to *ride on the engine* when it is *absolutely necessary* for him to do so *to get warm*.

Rule No. 170. **TIME TO REPORT.**—Porters must report for duty at the car, one hour before leaving, ascertain that it is in proper order, and supplied with the requisite quantity of bedding and linen for the round trip, also with a lantern, broom, bucket, feather duster and linen cloth for dusting, a sponge, step-ladder, coal hod and fuel, drinking and washing water, and everything else necessary to keep it in proper condition during the trip.

Rule No. 193. **OFFENSIVE ARTICLES** of food will not be allowed, nor will Conductors allow passengers to *dry diapers* in the cars, or *by hanging them from the windows*.

Rule No. 197. **BELL CORDS.**—Whenever a passenger car is detached from the train, Porters must attend to the bell cord, and if the car is left at a station, the cord must be drawn in at each end and properly secured. They will not allow the bell cord to be tied to any of the fittings of the car inside, while the car is attached to a train, and they will attend to drawing it through the car so as to prevent the breakage of lamps or glass in the doors, or injury to passengers.

Appendix IV

Locomotives of the Wisconsin Central

THE history of a number of the early locomotives of the Wisconsin Central has been a matter of considerable conjecture for more than thirty years. Presenting an interesting study, it has required extensive research for accurate data to authenticate the mechanical information contained in the accompanying locomotive roster.

After 1909 when the Soo assumed control, all road and shop records of mechanical equipment owned by the Central were transferred from North Fond du Lac to Soo Line headquarters in Minneapolis. Subsequent investigations revealed the information that the old Central records of locomotives previously sold and scrapped, had been destroyed shortly after the Soo lease became effective. Moreover, under the name Wisconsin Central the locomotive builders records were inconclusive, and for nearly forty years it has been impossible to identify or confirm any accurate history of the ten locomotives delivered to the road in 1872.

Fortunately, during the past year the builders record of these engines has been uncovered under the name of Phillips & Colby Construction Company, and made available for this use. With this long sought information, an accurate register of all the new locomotives purchased by the Central is now complete.

For easy identification of the motive power of the Central proper, it will be helpful to divide the roster into two periods of time: the first, 1871-1909, under own management; the second, 1909-1940, under Soo Line control.

During the period 1871-1909 the Central bought 236 new locomotives and acquired five second hand. The road numbers used prior to 1909 were No. 1 to No. 271—the 271 being the last of the Brooks Atlantics, representing the final purchase under the Wisconsin Central name.

The Central locomotive numbering program remained unchanged 1871-1909; twenty-nine road numbers were left vacant; namely, 147-159 inclusive, and 185-200 inclusive.

Wisconsin Central lettering and road numbers 93, 94, and 132 were assigned to Chicago and Great Western engines in suburban service (Chicago to Forest Park) under lease of that property by the Central 1886-1890. Contrary to general opinion and despite the impression created by the many photos of these engines, the 93, 94, and 132 were not owned by the

Central. The engines indicated were of the type 2-4-0T4 and T6 and remained the property of the Chicago and Great Western (later becoming a part of the Chicago and Northern Pacific).

The names Chicago and Great Western and the Chicago and Northern Pacific are not to be confused with the Chicago Great Western and the Northern Pacific railroads of today. Aside from the short period used strictly in Chicago suburban service, the road numbers 93 and 94 were never used by the Central. The Central's No. 132 proper, a Brooks switch engine, 0-6-0 came along in 1892 to take its place in the regular sequence of road numbers.

The second-hand engines acquired by the Central bore road numbers 31, 36, 41 and the *first* No. 47 and 48.

The original ownership of the 31 and 36 is unknown.

The 41 was acquired in the purchase of the Chippewa Falls and Western Railroad.

The 46 remains a mystery, and there is no authoritative record to identify her or her original owners.

A plausible theory and one which has a semblance of likelihood is that the 46 was formerly the Central's first number 25, built and delivered in 1879 by Baldwin.

When the second number 25 was delivered by Baldwin in 1882, the first No. 25 vanished from the roster and the No. 46 made a simultaneous appearance. Dimensional data and descriptions of the two engines are identical and it is reasonable to assume that the 46 and the first 25 were one and the same.

The first engines No. 47 and No. 48 were acquired secondhand, said to have been purchased by the Central from the Boston & Worcester Railroad and shipped west in 1881 when John Henney was master mechanic. Perhaps it is coincident that these old mills came from the railroad on which Elijah B. Phillips had formerly held executive office.

No official account of these two old standard "side-winders" is on record. The few details gleaned from old engineers and roundhouse foremen would indicate that the first 47 and 48 were built by Griggs (some claim Taunton as the builder) in the late 60's. In any event they were rather antiquated and well worn when received by the Central. They had copper fire boxes and were inside connected. Tradition has it that they were "no good," poor steamers, and of little value to the Central as dependable engines. After a few years of service the 47 was sold to the Upham Manufacturing Company, Marshfield, Wisconsin, a logging and lumber company. The 48 was used on the Portage branch passenger run for several years, later rigged up as the pile driver engine, and finally dismantled about 1898 at Waukesha.

It will be remembered that the Wisconsin Central leased the Milwaukee & Northern Railroad during the period 1873-1882. At that time the

Milwaukee & Northern owned nine locomotives which were given Wisconsin Central lettering and road numbers 16-24, numbered in sequence with the Central's engines numbered 1-15.

In the period 1879-1881 the Central purchased locomotives which were assigned road numbers 25 to 45 inclusive in sequence with the M.&N.-W.C. numbers 16-24.

When the nine M.&N. engines were returned to their owners in 1882 the Central took delivery of nine new locomotives and assigned to them the road numbers 16-24 to fill the vacancy created by the elimination of the M.&N. power.

Thus it is seen that while W.C. engines numbered 25-45 carried higher road numbers, they had seen two years of road service on the Central rails before the 16-24 made their appearance.

In connection with the history of these early engines, the W.C. 24 stood alone in its class and design. She was called the Mongrel, a small Baldwin switch engine, 2-4-0 with eccentric cams and straps on the front driving axle with eccentric blades and links toward the rear. Whenever the No. 24 was shopped for repairs or valve gear adjustments, machinists would invariably couple the link blades to the wrong ends of the link (by force of habit), which produced a movement of the engine in a direction opposite to the position of the reverse lever. The 24 remained an active, sturdy busybody in the Menasha and Oshkosh sectors for many years and never ceased to be the butt of roundhouse and yard office jokes.

Late in 1870 the Central placed its initial order for five locomotives with the Baldwin Locomotive works, to be delivered early in 1871 for use in construction of the road.

Baldwin records of 1871 describe these engines as of the 8-28-C class, 4-4-0 wheel arrangement, wood burners with straight boilers 50 $\frac{1}{4}$ " in diameter, two steam domes, Yankee type modified diamond stack. Designed to burn either coal or wood, they were equipped to use wood as fuel, and utilized two crosshead boiler feed pumps requiring the engine to be in motion to actuate the water pumping devices. Incidentally they were called the "Cold Water Baldwins" by engineers and the fireboys who had to keep them hot.

The total engine wheel base of these little Baldwins was 22 $\frac{1}{2}$ feet, the overall length about 43 feet, and the tonnage rating at 135 pounds boiler pressure, was 225 gross tons on a 1 $\frac{1}{2}$ per cent grade. The tenders had a water capacity of 2,000 gallons with fuel capacity of 1 $\frac{1}{2}$ cords of two-foot wood.

The only brake on the engines was a hand brake on the tender. Air pumps were not installed on any of the first fifteen engines until 1879 and air brakes on the engine wheels after 1886. Locomotive engineers fought the idea of power brakes on engine drivers and bucked it to the last ditch, claiming such brakes would disturb the precise adjustment of

driving box shoes and wedges; that it would be impossible to keep rod brasses keyed up snug; that driver brakes would heat the tires and slip them on the centers, and that such brakes would cause flat spots on tires, making the engines hard to ride and dangerous to run.

Engineers were proud of their engines and carefully guarded their regular charges. They preferred to "throw her over on sand" in making a stop rather than take the risk of putting flat spots on her tires with driver brakes. Without much opposition from the economically-minded management, the engineers won out in their arguments for fifteen years, until about 1886 when safety laws and higher speeds demanded power brakes on all engine wheels.

In 1872 on the order of Phillips & Colby Company, Baldwin Locomotive Works delivered ten more engines to the Central of the same general design and pattern as the first five of 1871. All of the fifteen engines were named as well as numbered, the names used being selected from towns or counties through which the road was built. Wood was a plentiful article in the early years of the Central and these first locomotives were equipped to burn wood as fuel.

When John Henney came to the road as Master Mechanic in 1881, he brought some advanced ideas concerning locomotive fuel, condemning wood and promoting coal as the only economical fuel for reliable performance and safety in a wooded country. As a starter, in 1881 Henney outfitted a couple of his Baldwins with coal grates and all the necessary devices for conversion to coal burners. After 1882 all locomotives purchased by the Central came equipped to burn coal, although the Yankee modified diamond stack remained as standard until the adoption of the Barnes straight stack in 1886.

Of passing interest during the conversion of locomotives from wood fuel to coal was the appointment of Engineer George Martin as temporary traveling engineer to instruct engine crews in the art of coal firing. Beginning 1883, the fifteen original Baldwins had burned their last stick of wood and had gone modern with the new clinkering fuel.

In appearance and decoration the first fifteen Baldwins generally conformed to the mode of the day, and in the words of a contemporary official they were "superior in design and elegant in finish." The boiler jackets were of pure Russia iron, smooth as glass, reflecting a deep purple and green hue. The running gears, except rods and valve gear, were finished in deep Brewster green with gold striping on wheel hubs and spokes. The three boiler domes were finished in deep green with fancy gold striping and scroll designs, the cab and sides of headlight carried the same decorative scheme—all in high gloss and varnish. The oak and walnut cabs were snug and tight and beautifully finished inside and out, having four front windows, two over the boiler head, and the nearly flat ridge roof of the cab was covered with a layer of heavy canvas tightly stretched and water-

proofed with red paint into which white sand had been sprinkled while the paint was wet.

The firemen on these neat old eight-wheelers had their work cut out for them in taking care of the ornate brass trim; the flag staffs, bands around the boiler, steam chest and cylinders, brass water pump chambers, hand rails with acorn ends, brass rib and ornament on the outer rim of wheel covers—all this trim had to be kept clean and bright. The regular fireman spent an hour or two each day and most of Sunday cleaning and polishing his engine. The metal of the boiler front end was usually sand papered and followed with a coat of plumbago and signal oil, then rubbed to a brilliant gun metal finish.

Inside the cab, the boiler head received the same treatment, and the woodwork of the cab was washed with soap and water once a week. Although the brass trim and fancy gold stripes soon gave way to the more utilitarian black paint (due to the stringent economy of the Phillips and Colby policy), enginemen of the 80's and 90's took great pride in their regular charges, probably in a greater measure than when the road was in its infancy.

In the heyday of the old eight-wheelers, during the administrations of Player and McNaughton, the cabs of many of the regular passenger engines were veritable parlors, the prize piece of furniture being the engineer's spring seatbox, overstuffed and upholstered with green or red plush and complete with high sloping upholstered back rest. Behind the back rest the little clothes closet housed the engineer's personal belongings; the starched, neatly ironed overalls, soap and towels and often a shaving mug, and fastened on the inside of the narrow door of the clothes closet was a mirror! In those days of paper collars and highly burnished boots, engineers were truly exalted lords of steam creation; full of the fervid pride of occupation and the zealous responsibility for their regular charges.

Brass torch holders with long brass torches hung at the front of the cab within easy reach of the enginemen, and the engineer had his own Seth Thomas clock fastened just above the front window. Most of the regular engineers used their own spring seat boxes (Stannard & White). Often they owned their special engine whistles and a couple of long spout engine oil cans and carried their favorite make of water glass tubes and gaskets. In the sturdy tank box at each side of the tender they carried their personal tools, packing irons and hooks as well as the heavy complement of wrenches, blocks and tools regularly furnished by the company. Not content with the ordinary rope whistle cord they substituted a smooth leather strap running through a flat brass pulley fastened to the cab roof. The regular engineer had his upholstered arm rest for the side window and a folding awning over his window in summer. He often spent the Sunday lay-over in setting up driving box wedges, packing piston rods, valve stems and cocks in the cab, and once a month he pulled down his

engine truck journal box cellars and repacked them with wool waste, engine oil and a touch of the precious valve oil.

Valve oil was a valuable commodity those days and oil records were carefully scrutinized by the master mechanic; "fifty miles to the pint of engine oil and five hundred miles to the pint of valve oil" was the record all engineers shot at but seldom hit.

Perhaps it was coincidence that brought many a regular engineer to his favorite meat market, to emerge nonchalantly with a sizeable package under his arm. Nevertheless, mutton tallow made a splendid lubricant for slide valve seats and cylinder walls; it melted down and merged perfectly with the company valve oil in the old tallow pot over the fire door. No one would ever accuse an upright regular engineer of the crime of buying mutton tallow to help out a lame oil record, yet tallow was never thrown away by any of the meat markets in the old fashioned railroad town.

Engines numbered 1 to 15 inclusive and 25 to 41 inclusive were necessarily short-lived, not from any point of quality, but due to the merciless beating they took during the early years of road construction and traffic handling. Without proper facilities for boiler care and frequent washing, mud, scale and pitting soon rendered the older engines unfit for service. Although running gears remained in good condition, the inventory value of these early locomotives was placed at \$250.00 each in 1896. By 1900 most of them had gone to the bone-yard.

The Schenectady's 16 to 23 inclusive fared better and were serviced with greater regard for boiler life. As late as 1908 several of these sturdy McQueens were performing in approved manner on the lighter runs. The 16-23 were used mostly on the Ashland Division. Incidentally, the Ashland stretch appeared to be the haven for engines with boilers badly scaled and "full of lime." Early in Central history the deep well water supply stations were abandoned and surface water only used in locomotives. Off the record, it was believed that surface water, running over certain vegetation, tree leaves and forest residue absorbed certain chemicals which served to loosen scale and clean the boilers more effectively than man-made processes. In any case, the early boiler cripples always wound up on the Ashland Division for a term of the sweet water treatment.

The four little Manchesters, 42-45, were a sturdy lot used almost continuously in passenger service. Until outweighed they pulled the fastest main line runs, later relegated to branch line work, the 42 and 45 remained on the Rugby Junction-Milwaukee short runs for many years. The 42 outlasted her companions and spent her declining years on the Manitowoc Branch passenger train.

The nine Schenectady eight-wheelers of 1884, numbered 50-58, were generally known as the way-freight engines; good reliable performers but seldom honored with a load of the varnished cars.

The fifteen Schenectadys of 1885, however, ran a style show of their own until crowded into the background by heavier power. Among the best of W.C. locomotives, these McQueens, so-called, made a record for longevity, one of which, the 65, was sold to the Green Bay & Western in 1911 and remained in active service until scrapped in 1936. Another of this group, the 74, was sold to the Fairchild & Northeastern in July 1912, where she hauled logs and lumber until the F.&N.E. was abandoned in 1928. The 74, renumbered Soo 2016, was the only one of the 60-74 group having 18" x 24" cylinders.

In 1886 and 1887 came the cream of the crop; twelve Schenectady eight-wheelers numbered 81-92, and twelve Baldwin 4-4-0 standards, numbered 95-106. For years, arguments among enginemen waxed hot and fluent concerning the relative merits of these two groups. Almost identical in size and dimensions, alike in smart performance and rugged endurance, these fine locomotives held the spotlight at the head of the Central's passenger trains longer and more consistently than any other class or type. The 95-106 were the last of the American standard 4-4-0 type purchased by the road.

It will be remembered that Colby and Finney built the Penokee Branch in 1887 as a means to develop the Colby iron ore holdings near Hurley and Bessemer, and in the grueling work of ore handling, the 45-ton eight-wheeled engines could not be used to advantage. After the Penokee Branch had been opened for traffic, the Central took delivery of twenty-one Baldwin moguls, road numbered 108-128, purchased for use primarily in the Hurley-Ashland ore haul. Known among enginemen as "the Baldwin Hogs," these moguls became the luggers and chief bearers of freight load on the Ashland Division, where a 53-ton locomotive was about all the track and road bed would stand during that reconstruction period.

As late as 1935, after nearly fifty years of continuous service and with original boilers, a few of the old Baldwin Hogs remained in yard and transfer work, a worthy acknowledgment to quality and design.

It has been observed that the motive power of the road from 1871-1890 had been about evenly divided between Baldwin and Schenectady. After 1890, with McNaughton the motivating influence, all new power bore Brooks plates and until the Soo took charge in 1909 the roster of new purchases remained exclusively Brooks.

As the result of McNaughton's first official decision, ten new Brooks passenger engines, numbered 201-210, were delivered in 1890. At this stage of the Central's progress, Northern Pacific methods largely shaped the course of the road, temporarily stimulating traffic to the point where the lightweight eight-wheeled standards fell short in handling some of the heavier passenger runs.

The new Brooks ten-wheelers of McNaughton's choice introduced several advancements in locomotive construction and equipment, but

despite the increased boiler pressure, weight and power, they failed to exhibit the smart characteristics of the earlier standards, nor did they capture the fancy of enginemen. Hard riders and not particularly fast, they soon fell heir to the name "Brooks Pigs."

In the dark ages before "counter-balancing" became a fine art, and "dynamic augment" lay hidden among the discoveries of future research, the Brooks Pigs rolled along with a pronounced swaying gallop, between 40 and 50 m.p.h.; hard on the back of the engineer whose personal kit usually contained a bottle of liniment, some Haarlem Oil and a box of kidney pills.

For eight years the old Brooks fanned the ties at the business end of trains No. 1, 2, 3, and 4, and while they never were brilliant performers, they sufficed to handle passenger traffic needs during the lean years 1892-1897. Later shifted to the milk runs, light passenger, and way freight service, they outlived their usefulness and were scrapped during 1925-1928.

Following closely on the wheels of the 1890 Brooks, ten more Brooks, type 4-6-0, numbered 211-220, were delivered in 1891. These locomotives were a vast improvement over the first lot; heavier, more efficient, better steamers and riders, and were used mostly on time freight. During 1891-1898 the 211-220 class handled the bulk of through freight between Stevens Point and Chicago.

All locomotives acquired prior to 1891 went through their years to retirement with original boilers. After 1909 a few of the 211-220 class Brooks received new boilers at the Shoreham Shops of the Soo Line.

Only one locomotive was ever rebuilt by the Central: the Brooks No. 207 converted from 4-6-0 to 4-4-0, in 1902 at North Fond du Lac Shops.

Between 1891 and 1898 no new locomotives were purchased. These were the years of low income when Whitcomb used every strategy and device to lift the road out of bankruptcy and receivership—when "Wabash Slack" coal was all he could afford for locomotive fuel; when McNaughton counted the drops of valve oil per pint and per mile.

In 1898, however, prospects took on a rosier appearance, and shortly before McNaughton left to take up his new work at Brooks Locomotive Works, the Central accepted delivery of ten large ten-wheeled engines, numbered 221-230, of radically different design with Belpaire boilers, the sturdiest and most durable the Central ever acquired.

Of this group the 221-226 were freight engines, with 20" x 26" cylinders and 63" drivers; the 227-230 were designed for heavy passenger service, having 19" x 26" cylinders and 69" drivers, all ten engines of 150,000 pounds weight, less tender.

For three or four years prior to the turn of the century, the Northwestern had been giving the Central some bitter competitive medicine in the passenger department, the Central handicapped by lack of heavy passenger locomotives. With the advent of the new Brooks, the competi-

tive situation became less acute, and in the expert hands of Engineers Walter Gleason, Bob Hanke, Art Willett, Steve Gavin, and Jim McAdams, the 227-230 class stepped out to take the lead from anything the Northwestern could muster on the thirty-mile race track between Fond du Lac and Neenah.

The flow of new Brooks locomotives to the Central continued without interruption during 1899-1900. Obviously, McNaughton and Menzel of the Brooks Works were master salesmen. In 1899 seven more locomotives like the 221 were delivered and assigned road numbers 231-237. During 1900, nineteen locomotives arrived and took numbers 238-256. Of the same general pattern as the 221, the latter nineteen had a few departures in driver diameter and firebox design and dimensions.

Of interest is the case of four of these engines bearing road numbers 242-245. Said to have been built originally for the Burlington, Cedar Rapids & Northern, with road numbers 200-203, according to builders records, they were diverted in delivery and accepted by the Central.

With regard to motive power value, the Brooks locomotives numbered 221-256 represented the most for the money—strictly utilitarian with excellent boilers and running gear, but entirely devoid of those refinements in cab equipment which make for ease of handling. Compared to the superbly designed cab equipment and correct location of levers and gauges of the "Burlington" and the I.C. engines, the cab interior of the Central's Brooks appeared crude and obsolete. However, appearance and lack of handy devices in no way affected locomotive performance, and the Brooks of 1899 and 1900 have always displayed a dependable quality scarcely equalled by fancier power.

At certain times in Central history there appeared to be a wide gap between road management and the motive power department—a complete loss of contact—engendered by the lack of appreciation of locomotive requirements, or more likely, by the penurious absorption of dividends. The Motive Power Department seemed to have the least weight in requests for locomotive improvements. When the modern trend demanded the later 9½" air pump, the Central clung tenaciously to the obsolete 8" type. When other roads installed two larger compressors on freight engines, the Central got along somehow with one. Compound pumps were unheard of, evidently, and no attempt was ever made to install independent engine brake devices, or even the old "straight air" to facilitate the safer handling of freight trains.

In hauling sixty or seventy cars during the winter months when train pipe air hose couplings stiffly refused to hold maximum pressure, Central locomotives dragged their freight trains over the divisions without train brakes; thirty or forty pounds of air, the single overworked pump burning up despite doses of valve oil and the forbidden emergency graphite. Yet no serious consideration moved the management to improve the dan-

gerous condition. At times, the niggardly economy of absentee control provided less than the barest of necessities.

The details of lesser importance, the old-fashioned tubular water column glass and sight-feed lubricator glasses wore out their original welcome, and stayed on to spray, and burned occasionally the engine crew with steam and hot oil. The leaking flue sheets, the thump of flat tires, pounding driving boxes and hammering side-rods, at times, stamped the road as a decadent institution—probably following one of those periods when the road suffered an exhaustive financial milking.

Then, in due course, a sudden wave of locomotive rehabilitation would surge through the mechanical departments, staging a vigorous come-back and for a term of years the condition and performance of Central locomotives would rival the best in contemporary power.

After one of these depressions in locomotive efficiency, and deficiency, Fred Menzel, late of Brooks Locomotive Works, now Superintendent of Motive Power, obtained approval for the purchase of ten Brooks passenger engines. Built and delivered in 1902, the new Atlantics, numbered 257-266, proved to be excellent machines. High and rakish in appearance, with plenty of boiler capacity, 20" x 26" cylinders and 79" drivers, easy riding and free steamers, they developed the smooth fleet stride that brought easy confidence, verging on cocky assurance, to Central engineers, particularly when going against the Northwestern in brushes of speed on the "race track" between Neenah and Fond du Lac. Pulling out of Neenah with train No. 2, neck and neck with Northwestern train No. 16, engineer Walt Gleason with engine 260 used to remark as he dropped her a notch, "this is going to be a picnic." Old Walt seldom if ever failed to enjoy his picnic, although the big Northwestern eight-wheelers, Classes A and B, were tough customers in any speed game.

It may be seriously doubted that the Brooks Atlantics were ever really "turned loose," and when in good shape their speed with normal tonnage far exceeded anything that ever rolled on Central rails.

The Atlantics remained in service on through passenger runs; first on the Abbotsford-Shops-Chicago Divisions, later on the St. Paul Division after the newer Pacifics came into favor in 1909.

In the seven-year period beginning 1900, freight and passenger mileage indicated a steady increase in general traffic movements wherein the shortage of heavy freight locomotives became acute. Earnings now totalled over five million annually, and Whitcomb was keeping the rails warm in the early 1900's, utilizing everything that had a boiler and wheels and that looked like a locomotive, in an effort to handle the pay load.

Although about five years tardy in making the decision, Whitcomb finally ordered ten Brooks 2-8-0 type consolidation engines, built and delivered in 1903, road numbered 160-169. Judged by modern developments in locomotive design and efficiency, the 1903 "Consolidators" now

appear rudimentary. Yet they were something new on the Central, and made of good stuff—the stuff that moved freight trains under the red-ball sign on train dispatchers train sheets—and the “Old Man” put his stamp of approval on his late acquisition in steam engines.

Seven more Brooks Consolidation type locomotives came in 1905, eight more in 1908, all similar to the first group, and carried road numbers 170-184.

In 1905, five more Atlantic type passenger engines were delivered by Brooks, numbered 267-271, thus bringing to a close the 1871-1909 portion of the locomotive roster, the 271 being the highest and final road number used by the Central under its own railroad name.

Most of the Consolidation and Atlantic type engines have been scrapped or retired, a few remain, with Soo numbers, in the lighter branches of the service.

Locomotives of the Wisconsin Central Railroad

No.	Name	Builder	Bldrs. Constn. No.	Year Built	Type	Cyls.	Dvrs.	Engine Weight
1	Menasha	Baldwin	2472	1871	4-4-0	17x24	54 $\frac{1}{4}$	70000
2	Neenah	Baldwin	2504	1871	4-4-0	17x24	54 $\frac{1}{4}$	70000
3	Weyauwega	Baldwin	2501	1871	4-4-0	17x24	54 $\frac{1}{4}$	70000
4	Waupaca	Baldwin	2522	1871	4-4-0	17x24	54 $\frac{1}{4}$	70000
5	Stevens Point	Baldwin	2523	1871	4-4-0	17x22	60 $\frac{3}{4}$	70000
	rebuilt for suburban service 1888, sold Chicago & N.P. R.R. 1892							
6	Portage	Baldwin	2759	4/1872	4-4-0	17x24	54 $\frac{1}{4}$	70000
7	Wood	Baldwin	2760	4/1872	4-4-0	17x22	60 $\frac{3}{4}$	70000
	rebuilt for suburban service 1888, sold Chicago & N.P. R.R. 1892							
8	Marathon	Baldwin	2794	5/1872	4-4-0	17x24	54 $\frac{1}{4}$	70000
9	Ashland	Baldwin	2796	5/1872	4-4-0	17x22	60 $\frac{3}{4}$	70000
10	Bayfield	Baldwin	2859	7/1872	4-4-0	17x24	60 $\frac{3}{4}$	70000
11	Douglas	Baldwin	2873	7/1872	4-4-0	17x24	60 $\frac{3}{4}$	70000
12	Superior	Baldwin	2908	8/1872	4-4-0	17x24	60 $\frac{3}{4}$	70000
13	Waushara	Baldwin	2909	8/1872	4-4-0	17x24	60 $\frac{3}{4}$	70000
14	Marquette	Baldwin	2950	9/1872	4-4-0	17x24	60 $\frac{3}{4}$	70000
15	Columbia	Baldwin	2951	9/1872	4-4-0	17x24	60 $\frac{3}{4}$	70000

Locomotives numbered 1 to 15 inclusive scrapped prior to 1900.

Locomotives Nos. 1, 2, 3, 4, 6, and 8 shown with 54 $\frac{1}{4}$ " drivers.

Probably 54 $\frac{1}{4}$ " driving wheel centers, 60 $\frac{3}{4}$ " O.D. tires.

Locomotives of the Milwaukee & Northern

Under the Wisconsin Central lease of the Milwaukee & Northern, all Milwaukee & Northern locomotives, a total of nine, received Wisconsin Central lettering and road numbers in numerical sequence with W.C. power.

M.&N.	No. 1	"Cedarburg"	Baldwin	No. 2578	W.C.	No. 16
M.&N.	No. 2	"Plymouth"	Mason	No. 439	W.C.	No. 17
M.&N.	No. 3	"Lyndon"	Grant		W.C.	No. 18
M.&N.	No. 4	"Holstein"	Brooks		W.C.	No. 19
M.&N.	No. 5	"Chilton"	Baldwin	No. 2927	W.C.	No. 20
M.&N.	No. 6	"Charleston"	Baldwin	No. 2930	W.C.	No. 21
M.&N.	No. 7	"Menasha"	Baldwin	No. 3012	W.C.	No. 22
M.&N.	No. 8	"Green Bay"	Baldwin	No. 3014	W.C.	No. 23
M.&N.	No. 9	"De Pere"	Brooks		W.C.	No. 24

Mechanical data on the above nine locomotives is given in the column below.

		Year Built	Cyls.	Dvrs. Center	Engine Weight
M.&N.	No. 1	1871	16x24	56"	70,650 lb.
M.&N.	No. 2	1872	16x24	56"	62,750 lb.
M.&N.	No. 3	1872	15x22	56"	63,000 lb.
M.&N.	No. 4	1872	16x24	55"	74,700 lb.
M.&N.	No. 5	1872	16x24	56"	73,950 lb.
M.&N.	No. 6	1872	16x24	56"	72,080 lb.
M.&N.	No. 7	1872	16x24	56"	73,950 lb.
M.&N.	No. 8	1872	16x24	56"	73,950 lb.
M.&N.	No. 9	1872	16x24	55"	74,700 lb.

These locomotives were in the service of the Wisconsin Central from 1873 to 1882, after which they were returned to their owners.

Locomotives of the Wisconsin Central (*continued*)

No.	Builder	Bldrs. Constn. No.	Year Built	Type	Cyls.	Dvrs.	Engine Weight	Soo Number
16	Schenectady	1598	1882	4-4-0	18x24	62	78400	
17	Schenectady	1599	1882	4-4-0	18x24	62	78400	
18	Schenectady	1600	1882	4-4-0	18x24	62	78400	
19	Schenectady	1601	1882	4-4-0	18x24	62	78400	
20	Schenectady	1602	1882	4-4-0	18x24	62	78400	Soo 2000—sc'p 1916
21	Schenectady	1603	1882	4-4-0	18x24	62	78400	Scrapped 1909
22	Schenectady	1604	1882	4-4-0	18x24	62	78400	Soo 2001—sc'p 1916
23	Schenectady	1605	1882	4-4-0	18x24	62	78400	
Locomotive No. 22 retained original cylinder size.								
Locomotives Nos. 16, 17, 18, 19, 20, 21, and 23 were reduced in cylinder size to 17" x 24" after a few years of service.								
24	Baldwin	6266	1882	2-4-0	15x24	50	52000	Scrapped 1913
25	Baldwin	4775	1879	4-4-0	17x24	62	66000	Renumbered 46, in 1882
25	Baldwin	6273	1882	4-4-0	17x24	62	74000	
26	Baldwin	4914	1880	4-4-0	17x24	62	66000	
27	Baldwin	5114	1880	4-4-0	17x24	62	66000	
28	Baldwin	5116	1880	4-4-0	17x24	62	66000	
Sold 1898 Upham Manufacturing Company, Marshfield, Wisconsin, No. 1000.								
29	Baldwin	5197	1880	4-4-0	17x24	62	66000	
30	Baldwin	5199	1880	4-4-0	17x24	62	66000	
31	Baldwin		1874	0-4-0	15x24	50	56000	Record not clear, bought secondhand
32	Baldwin	5311	1880	4-4-0	17x24	62	66000	
33	Baldwin	5312	1880	4-4-0	17x24	62	66000	
34	Baldwin	5316	1880	4-4-0	17x24	62	66000	
35	Baldwin	5319	1880	4-4-0	17x24	62	66000	
36	Pittsburgh		1875	0-4-0	18x24	51	60000	Bought secondhand, origin unknown
37	Baldwin	5359	1880	4-4-0	17x24	62	66000	
38	Baldwin	5364	1880	4-4-0	17x24	62	66000	
39	Baldwin	5398	1880	4-4-0	17x24	62	66000	
40	Baldwin	5405	1880	4-4-0	17x24	62	66000	
41	Baldwin		1874	4-4-0	17x24	60	60000	Record not clear
From Wisconsin & Minnesota Railroad.								
42	Manchester	864	1881	4-4-0	17x24	60	70500	Scrapped 1909
43	Manchester	865	1881	4-4-0	17x24	60	70500	Scrapped 1909
44	Manchester	866	1881	4-4-0	17x24	60	70500	Scrapped 1909
45	Manchester	867	1881	4-4-0	17x24	60	70500	Scrapped 1907

All locomotives numbered 16 to 41 inclusive were scrapped prior to 1906 excepting Nos. 20, 21, 22, 24. Engines 1-15 inclusive, and 25-40 inclusive had two steam domes.

No.	Builder	Bldrs. Constn. No.	Year Built	Cyls.	Type	Dvrs.	Engine Weight	
46	Baldwin		1880	4-4-0	17x24	62	66000	Originally first No. 25. Sc'p. 1900
47	Griggs		1870	4-4-0	16x22	60	66000	
Sold Upham Mfg. Co., Marshfield, Wis., about 1880.								Sc'p. 1898
48	Griggs		1870	4-4-0	16x22	60	66000	Sc'p. 1898
47	Baldwin	8431	1887	0-4-0	17x24	51	71390	Soo 2302 Sc'p. 1915
48	Baldwin	8432	1887	0-4-0	17x24	51	71390	Soo 2303 Sc'p. 1914
49	Schenectady	1722	1883	0-4-0	16x24	50	56000	Soo 2300 Sc'p. 1914
50	Schenectady	1892	1884	4-4-0	17x24	63	80000	Sc'p. 1909
51	Schenectady	1893	1884	4-4-0	17x24	63	80000	Sc'p. 1909
52	Schenectady	1896	1884	4-4-0	17x24	63	80000	Sc'p. 1905
53	Schenectady	1897	1884	4-4-0	17x24	63	80000	Sc'p. 1905
54	Schenectady	1898	1884	4-4-0	17x24	63	80000	Sc'p. 1909
55	Schenectady	1899	1884	4-4-0	17x24	63	80000	Sc'p. 1905
56	Schenectady	1900	1884	4-4-0	17x24	63	80000	Sc'p. 1905
57	Schenectady	1894	1884	4-4-0	17x24	63	80000	Sc'p. 1905
58	Schenectady	1895	1884	4-4-0	17x24	63	80000	Sc'p. 1905
59	Schenectady	1901	1884	0-4-0	16x24	50	41000	Soo 2301 Sc'p. 1912
60	Schenectady	2022	1885	4-4-0	17x24	63	89000	Soo 2002 Sc'p. 1913
61	Schenectady	2023	1885	4-4-0	17x24	63	89000	Soo 2003 Sc'p. 1913
62	Schenectady	2024	1885	4-4-0	17x24	63	89000	Soo 2004 Sc'p. 1913
63	Schenectady	2025	1885	4-4-0	17x24	63	89000	Soo 2005 Sc'p. 1913
64	Schenectady	2026	1885	4-4-0	17x24	63	89000	Soo 2006
Sold Peninsular Bark & Lumber Co., August 1912.								
65	Schenectady	2027	1885	4-4-0	17x24	63	89000	Soo 2007
Sold Waupaca & Green Bay Railway Co., October 1913, W.&G.B. No. 2 resold, Green Bay & Western January 1922, G.B.&W. No. 8.								Sc'p. 1936
66	Schenectady	2028	1885	4-4-0	17x24	63	89000	Soo 2008 Sc'p. 1913
67	Schenectady	2029	1885	4-4-0	17x24	63	89000	Soo 2009 Sc'p. 1913
68	Schenectady	2030	1885	4-4-0	17x24	63	89000	Soo 2010
Sold Stanley Merrill & Phillips Railroad April 1921, resold Flambeau Paper Co., Park Falls, Wisconsin, 1925.								Sc'p. 1930
69	Schenectady	2031	1885	4-4-0	17x24	63	89000	Soo 2011
Scrapped except cylinder saddles, saddles for Eng. No. 72, 1924.								
70	Schenectady	2032	1885	4-4-0	17x24	63	89000	Soo 2012 Sc'p. 1913
71	Schenectady	2033	1885	4-4-0	17x24	63	89000	Soo 2013 Sc'p. 1922
72	Schenectady	2034	1885	4-4-0	17x24	63	89000	Soo 2014
Rebuilt—New boiler with own gear and No. 69 cyl. saddles.								
73	Schenectady	2035	1885	4-4-0	17x24	63	89000	Soo 2015 Sc'p. 1924
74	Schenectady	2036	1885	4-4-0	18x24	63	89000	Soo 2016
Sold to Fairchild & N.E. Railroad, No. 10, July 1912.								Sc'p. 1928
75	Schenectady	2134	1886	0-6-0	17x24	51	83000	Soo 2308 Sc'p. 1926
76	Schenectady	2135	1886	0-6-0	17x24	51	83000	Soo 2309 Sc'p. 1923
77	Schenectady	2136	1886	0-6-0	17x24	51	83000	Soo 2310 Sc'p. 1927
78	Schenectady	2137	1886	0-6-0	17x24	51	83000	Soo 2311 Sc'p. 1916
79	Schenectady	2138	1886	0-6-0	17x24	51	83000	Soo 2312 Sc'p. 1924
80	Schenectady	2139	1886	0-6-0	17x24	51	83000	Soo 2313 Sc'p. 1916
81	Schenectady	2188	1886	4-4-0	17x24	63	92000	Soo 2016 Retired 1909
No. 81 destroyed in wreck, not rebuilt.								
82	Schenectady	2189	1886	4-4-0	17x24	63	92000	Soo 2017 Sc'p.
83	Schenectady	2190	1886	4-4-0	17x24	63	92000	Soo 2018 Sc'p. 1913
84	Schenectady	2191	1886	4-4-0	17x24	63	92000	Soo 2019 Sc'p. 1913
85	Schenectady	2192	1886	4-4-0	17x24	63	92000	Soo 2020 Sc'p. 1913
86	Schenectady	2193	1886	4-4-0	17x24	63	92000	Soo 2021 Sc'p. 1913
87	Schenectady	2194	1886	4-4-0	17x24	63	92000	Soo 2022 Sc'p. 1924
88	Schenectady	2195	1886	4-4-0	17x24	63	92000	Soo 2023 Sc'p. 1913
89	Schenectady	2196	1886	4-4-0	17x24	63	92000	Soo 2024 Sc'p. 1913

No.	Builder	Bldrs. Constn. No.	Year Built	Type	Cyls.	Dvrs.	Engine Weight			
90	Schenectady	2197	1886	4-4-0	17x24	63	92000	Soo 2025	Sc'p.	July 1925
91	Schenectady	2198	1886	4-4-0	17x24	63	92000	Soo 2026	Sc'p.	July 1918
92	Schenectady	2199	1886	4-4-0	17x24	63	92000	Soo 2027	Sc'p.	July 1918
93	Vacant, No. not used. Except 1890-1893 in Chicago Suburban Service. C.&G.W. Engine with W.C. lettering as lessee.									
94	Vacant, No. not used. Except 1890-1893 in Chicago Suburban Service. C.&G.W. Engine with W.C. lettering as lessee.									
95	Baldwin	8274	1886	4-4-0	17x24	63	92000	Soo 2028	Sc'p.	1916
96	Baldwin	8282	1886	4-4-0	17x24	63	92000	Soo 2029	Sc'p.	1928
97	Baldwin	8332	1887	4-4-0	17x24	63	92000	Soo 2030	Sc'p.	April 1928
98	Baldwin	8335	1887	4-4-0	17x24	63	92000	Soo 2031		
Sold Fairmount & Veblin Railway Company, July 1, 1913.										
99	Baldwin	8436	1887	4-4-0	17x24	63	92000	Soo 2032		
Sold Roddis Lumber & Veneer Co., No. 4, Marshfield, Wis., November 1916.										
100	Baldwin	8437	1887	4-4-0	17x24	63	92000	Soo 2033	Sc'p.	April 1928
101	Baldwin	8438	1887	4-4-0	17x24	63	92000	Soo 2034		
Sold Roddis Lumber & Veneer Co., Marshfield, Wis., April 1916.										
102	Baldwin	8439	1887	4-4-0	17x24	63	92000	Soo 2035	Sc'p.	1916
103	Baldwin	8440	1887	4-4-0	17x24	63	92000	Soo 2036		
Dismantled 1914, boiler used as heating plant Ashland Roundhouse, Sc'p. 1930.										
104	Baldwin	8444	1887	4-4-0	17x24	63	92000	Soo 2037	Sc'p.	1928
105	Baldwin	8446	1887	4-4-0	17x24	63	92000	Soo 2038	Sc'p.	1916
106	Baldwin	8447	1887	4-4-0	17x24	63	92000	Soo 2039	Sc'p.	July 1918
107	Baldwin	8434	1887	0-4-0	17x24	51	71390	Soo 2304	Sc'p.	
108	Baldwin	8700	1887	2-6-0	19x26	57	105260	Soo 2100	Sc'p.	March 1929
109	Baldwin	8701	1887	2-6-0	19x26	57	105260	Soo 2101	Sc'p.	Dec. 1928
110	Baldwin	8702	1887	2-6-0	19x26	57	105260	Soo 2102	Sc'p.	Sept. 1934
111	Baldwin	8705	1887	2-6-0	19x26	57	105260	Soo 2103	Sc'p.	March 1927
112	Baldwin	8706	1887	2-6-0	19x26	57	105260	Soo 2104	Sc'p.	Oct. 1929
113	Baldwin	8707	1887	2-6-0	19x26	57	105260	Soo 2105	Sc'p.	Dec. 1927
114	Baldwin	8708	1887	2-6-0	19x26	57	105260	Soo 2106		
Sold, Consolidated Water Power & Paper Co., November 1, 1920.										
115	Baldwin	8712	1887	2-6-0	19x26	57	105260	Soo 2107	Sc'p.	May 1929
116	Baldwin	8715	1887	2-6-0	19x26	57	105260	Soo 2108	Sc'p.	Feb. 1930
117	Baldwin	8718	1887	2-6-0	19x26	57	105260	Soo 2109	Sc'p.	Feb. 1926
118	Baldwin	8720	1887	2-6-0	19x26	57	105260	Soo 2110		
Sold, Fountain Campbell Lumber Co., September 11, 1926.										
119	Baldwin	8722	1887	2-6-0	19x26	57	105260	Soo 2111	Sc'p.	Nov. 1930
120	Baldwin	8824	1887	2-6-0	19x26	57	105260	Soo 2112	Sc'p.	June 1927
121	Baldwin	8825	1887	2-6-0	19x26	57	105260	Soo 2113	Sc'p.	Dec. 1929
122	Baldwin	8829	1887	2-6-0	19x26	57	105260	Soo 2114		
Sold, Stack Lumber Co., November 19, 1927.										
123	Baldwin	8831	1887	2-6-0	19x26	57	105260	Soo 2115	Sc'p.	Nov. 1924
124	Baldwin	8832	1887	2-6-0	19x26	57	105260	Soo 2116	Sc'p.	Sept. 1930
125	Baldwin	8835	1887	2-6-0	19x26	57	105260	Soo 2117	Sc'p.	June 1928
126	Baldwin	8836	1887	2-6-0	19x26	57	105260	Soo 2118	Sc'p.	Feb. 1926
127	Baldwin	8837	1887	2-6-0	19x26	57	105260	Soo 2119		
Sold, Manistique Lime & Stone Co., November 1926.										
128	Baldwin	8843	1887	2-6-0	19x26	57	105260	Soo 2120	Sc'p.	April 1927
129	Baldwin	8839	1887	0-4-0	17x24	51	71390	Soo 2305	Sc'p.	1915
130	Baldwin	8840	1887	0-4-0	17x24	51	71390	Soo 2306	Sc'p.	1915
131	Baldwin	8841	1887	0-4-0	17x24	51	71390	Soo 2307	Sc'p.	1914
132	Brooks	1993	1892	0-6-0	18x24	51	98400	Soo 2314	Sc'p.	1928
133	Brooks	1994	1892	0-6-0	18x24	51	98400	Soo 2315	Sc'p.	1929
134	Brooks	1995	1892	0-6-0	18x24	51	98400	Soo 2316	Sc'p.	1928
135	Brooks	3426	1900	0-6-0	19x24	51	110800	Soo 2317	Sc'p.	1930

164 THE RAILWAY AND LOCOMOTIVE HISTORICAL SOCIETY

No.	Builder	Bldrs. Constn. No.	Year Built	Type	Cyls.	Dvrs.	Engine Weight			
136	Brooks	3429	1900	0-6-0	19x24	51	110800	Soo	2318	Sc'p. 1930
137	Brooks	3442	1900	0-6-0	19x24	51	110800	Soo	2319	Sc'p. 1931
138	Brooks	3443	1900	0-6-0	19x24	51	110800	Soo	2320	Sc'p. 1930
139	Brooks	3398	1899	0-6-0	19x26	51	131000	Soo	2321	
140	Brooks	3402	1900	0-6-0	19x26	51	131000	Soo	2322	
141	Brooks	27942	1900	0-6-0	19x26	51	134000	Soo	2323	
142	Brooks	27943	1900	0-6-0	19x26	51	134000	Soo	2324	
143	Brooks	27944	1900	0-6-0	19x26	51	134000	Soo	2325	
144	Brooks	27945	1900	0-6-0	19x26	51	134000	Soo	2326	
145	Brooks	45116	1908	0-6-0	19x26	51	131000	Soo	2327	
146	Brooks	45117	1908	0-6-0	19x26	51	131000	Soo	2328	

Road Numbers 147 to 159 inclusive, vacant.

160	Brooks	27946	1903	2-8-0	21x26	63	161000	Soo	2400	F-20
161	Brooks	27947	1903	2-8-0	21x26	63	161000	Soo	2401	F-20 S
162	Brooks	27948	1903	2-8-0	21x26	63	161000	Soo	2402	F-20
163	Brooks	27949	1903	2-8-0	21x26	63	161000	Soo	2403	F-20 S
164	Brooks	27950	1903	2-8-0	21x26	63	161000	Soo	2404	F-20
165	Brooks	27951	1903	2-8-0	21x26	63	161000	Soo	2405	F-20
166	Brooks	27952	1903	2-8-0	21x26	63	161000	Soo	2406	F-20
167	Brooks	27953	1903	2-8-0	21x26	63	161000	Soo	2407	F-20
168	Brooks	27954	1903	2-8-0	21x26	63	161000	Soo	2408	F-20
169	Brooks	27955	1903	2-8-0	21x26	63	161000	Soo	2409	F-20 S
170	Brooks	37603	1905	2-8-0	21x26	63	170000	Soo	2410	F-20 S
171	Brooks	37604	1905	2-8-0	21x26	63	170000	Soo	2411	F-20 S
172	Brooks	37605	1905	2-8-0	21x26	63	170000	Soo	2412	F-20
173	Brooks	37606	1905	2-8-0	21x26	63	170000	Soo	2413	F-20
174	Brooks	37607	1905	2-8-0	21x26	63	170000	Soo	2414	F-20
175	Brooks	37608	1905	2-8-0	21x26	63	170000	Soo	2415	F-20
176	Brooks	37609	1905	2-8-0	21x26	63	170000	Soo	2416	F-20 S
177	Brooks	45108	1908	2-8-0	21x26	63	164000	Soo	2417	F-20
178	Brooks	45109	1908	2-8-0	21x26	63	164000	Soo	2418	F-20
179	Brooks	45110	1908	2-8-0	21x26	63	164000	Soo	2419	F-20
180	Brooks	45111	1908	2-8-0	21x26	63	164000	Soo	2420	F-20
181	Brooks	45112	1908	2-8-0	21x26	63	164000	Soo	2421	F-20
182	Brooks	45113	1908	2-8-0	21x26	63	164000	Soo	2422	F-20 S
183	Brooks	45114	1908	2-8-0	21x26	63	164000	Soo	2423	F-20
184	Brooks	45115	1908	2-8-0	21x26	63	164000	Soo	2424	F-20

Road Numbers 185 to 200 inclusive vacant, never used by the Wisconsin Central.

201	Brooks	1658	1890	4-6-0	18x24	63	118150	Soo	2600	E-20
202	Brooks	1659	1890	4-6-0	18x24	63	118150	Soo	2601	E-20 Sc'p. 5-27-27
203	Brooks	1660	1890	4-6-0	18x24	63	118150	Soo	2602	E-20
204	Brooks	1661	1890	4-6-0	18x24	63	118150	Soo	2603	E-20 Sc'p. 7-30-27
205	Brooks	1662	1890	4-6-0	18x24	63	118150	Soo	2604	E-20

Sold, Wisconsin Lime & Cement Co., November 29, 1921.

206	Brooks	1663	1890	4-6-0	18x24	63	118150	Soo	2605	E-20 Sc'p. 8-3-28
207	Brooks	1664	1890	4-6-0	18x24	63	118150			
	Rebuilt W.C.	1903	4-4-0	18x24	73	106000	Soo	2040	C-24	Sc'p. 1916
208	Brooks	1667	1890	4-6-0	18x24	63	118150	Soo	2606	E-20 Sc'p. 8-30-26
209	Brooks	1668	1890	4-6-0	18x24	63	118150	Soo	2607	E-20 Sc'p. 11-24-25
210	Brooks	1669	1890	4-6-0	18x24	63	118150	Soo	2608	E-20 Sc'p.
211	Brooks	1887	1891	4-6-0	19x24	63	129150	Soo	2609	E-21
212	Brooks	1888	1891	4-6-0	19x24	63	129150	Soo	2610	E-21
213	Brooks	1889	1891	4-6-0	19x24	63	129150	Soo	2611	E-21
214	Brooks	1890	1891	4-6-0	19x24	63	129150	Soo	2612	E-21
215	Brooks	1891	1891	4-6-0	19x24	63	129150	Soo	2613	E-21
216	Brooks	1905	1891	4-6-0	19x24	63	129150	Soo	2614	E-21
217	Brooks	1906	1891	4-6-0	19x24	63	129150	Soo	2615	E-21
218	Brooks	1907	1891	4-6-0	19x24	63	129150	Soo	2616	E-21
219	Brooks	1908	1891	4-6-0	19x24	63	129150	Soo	2617	E-21
220	Brooks	1909	1891	4-6-0	19x24	63	129150	Soo	2618	E-21

No.	Builder	Bldrs. Constn. No.	Year Built	Type	Cyls.	Dvrs.	Engine Weight			
221	Brooks	2923	1898	4-6-0	20x26	63	149000	Soo	2619	E-22
222	Brooks	2924	1898	4-6-0	20x26	63	149000	Soo	2620	E-22
223	Brooks	2925	1898	4-6-0	20x26	63	149000	Soo	2621	E-22
224	Brooks	2926	1898	4-6-0	20x26	63	149000	Soo	2622	E-22
225	Brooks	2927	1898	4-6-0	20x26	63	149000	Soo	2623	E-22
226	Brooks	2928	1898	4-6-0	20x26	63	149000	Soo	2624	E-22
227	Brooks	2929	1898	4-6-0	19x26	69	150000	Soo	2625	E-23
228	Brooks	2930	1898	4-6-0	19x26	69	150000	Soo	2626	E-23
229	Brooks	2931	1898	4-6-0	19x26	69	150000	Soo	2627	E-23
230	Brooks	2932	1898	4-6-0	19x26	69	150000	Soo	2628	E-23
231	Brooks	3154	1899	4-6-0	20x26	63	149000	Soo	2629	E-22
232	Brooks	3155	1899	4-6-0	20x26	63	149000	Soo	2630	E-22
233	Brooks	3156	1899	4-6-0	20x26	63	149000	Soo	2631	E-22
234	Brooks	3157	1899	4-6-0	20x26	63	149000	Soo	2632	E-22
235	Brooks	3158	1899	4-6-0	20x26	63	149000	Soo	2633	E-22
236	Brooks	3159	1899	4-6-0	20x26	63	149000	Soo	2634	E-22
237	Brooks	3160	1899	4-6-0	20x26	63	149000	Soo	2635	E-22
238	Brooks	3433	1900	4-6-0	20x26	63	152500	Soo	2636	E-22
239	Brooks	3434	1900	4-6-0	20x26	63	152500	Soo	2637	E-22
240	Brooks	3435	1900	4-6-0	20x26	63	152500	Soo	2638	E-22
241	Brooks	3436	1900	4-6-0	20x26	63	152500	Soo	2639	E-22
242	Brooks	3437	1900	4-6-0	20x26	57	149000	Soo	2640	E-24
243	Brooks	3438	1900	4-6-0	20x26	57	149000	Soo	2641	E-24
244	Brooks	3439	1900	4-6-0	20x26	57	149000	Soo	2642	E-24
245	Brooks	3440	1900	4-6-0	20x26	57	149000	Soo	2643	E-24
246	Brooks	3441	1900	4-6-0	20x26	57	149000	Soo	2644	E-24
247	Brooks	3687	1900	4-6-0	20x26	57	158000	Soo	2645	E-25
248	Brooks	3688	1900	4-6-0	20x26	57	158000	Soo	2646	E-25
249	Brooks	3689	1900	4-6-0	20x26	57	158000	Soo	2647	E-25
250	Brooks	3704	1900	4-6-0	20x26	57	158000	Soo	2648	E-25
251	Brooks	3705	1900	4-6-0	20x26	57	158000	Soo	2649	E-25
252	Brooks	3706	1900	4-6-0	20x26	57	158000	Soo	2650	E-25
253	Brooks	3708	1900	4-6-0	20x26	57	158000	Soo	2651	E-25
254	Brooks	3709	1900	4-6-0	20x26	57	158000	Soo	2652	E-25
255	Brooks	3710	1900	4-6-0	20x26	57	158000	Soo	2653	E-25
256	Brooks	3711	1900	4-6-0	20x26	57	158000	Soo	2654	E-25
257	Brooks	26564	1902	4-4-2	20x26	79	161000	Soo	2900	K-20
258	Brooks	26565	1902	4-4-2	20x26	79	161000	Soo	2901	K-20
259	Brooks	26566	1902	4-4-2	20x26	79	161000	Soo	2902	K-20
260	Brooks	26567	1902	4-4-2	20x26	79	161000	Soo	2903	K-20
261	Brooks	26568	1902	4-4-2	20x26	79	161000	Soo	2904	K-20
262	Brooks	26569	1902	4-4-2	20x26	79	161000	Soo	2905	K-20
263	Brooks	26570	1902	4-4-2	20x26	79	161000	Soo	2906	K-20
264	Brooks	26571	1902	4-4-2	20x26	79	161000	Soo	2907	K-20
265	Brooks	26572	1902	4-4-2	20x26	79	161000	Soo	2908	K-20
266	Brooks	26573	1902	4-4-2	20x26	79	161000	Soo	2909	K-20
267	Brooks	37598	1905	4-4-2	20x26	79	161000	Soo	2910	K-20
268	Brooks	37599	1905	4-4-2	20x26	79	161000	Soo	2911	K-20
269	Brooks	37600	1905	4-4-2	20x26	79	161000	Soo	2912	K-20
270	Brooks	37601	1905	4-4-2	20x26	79	161000	Soo	2913	K-20
271	Brooks	37602	1905	4-4-2	20x26	79	161000	Soo	2914	K-20

Locomotive Roster, 1909-1940

No.	Builder	Bldrs. Constn. No.	Year Built	Type	Cyls.	Dvrs.	Engine Weight	Tractive Power	Total Weight	B.P.	Class
2425	Schen.	46577	1909	2-8-0	23-35x34	63"	204,000	37,300	322,200	210	F-21
2426	Schen.	46578	1909	2-8-0	23-35x34	63"	204,000	37,300	322,200	210	F-21
2427	Schen.	46579	1909	2-8-0	23-35x34	63"	204,000	37,300	322,200	210	F-21
2428	Schen.	46580	1909	2-8-0	23-35x34	63"	204,000	37,300	322,200	210	F-21

The above four locomotives are the only cross compounds owned by the Wisconsin Central.

No.	Builder	Bldrs. Constn. No.	Year Built	Type	Cyls.	Durs.	Engine Weight	Tractive Power	Total Weight	B.P.	Class
2429	Schen.	49772	1911	2-8-0	25x30	63"	225,000	43,000	349,900	170	F-22
2430	Schen.	49773	1911	2-8-0	25x30	63"	225,000	43,000	349,900	170	F-22
2431	Schen.	49774	1911	2-8-0	25x30	63"	225,000	43,000	349,900	170	F-22
2432	Schen.	49775	1911	2-8-0	25x30	63"	225,000	43,000	349,900	170	F-22
2433	Schen.	49776	1911	2-8-0	25x30	63"	225,000	43,000	349,900	170	F-22
2434	Schen.	49777	1911	2-8-0	25x30	63"	225,000	43,000	349,900	170	F-22
2435	Schen.	49778	1911	2-8-0	25x30	63"	225,000	43,000	349,900	170	F-22
2436	Schen.	49779	1911	2-8-0	25x30	63"	225,000	43,000	349,900	170	F-22
2437	Schen.	49780	1911	2-8-0	25x30	63"	225,000	43,000	349,900	170	F-22
2438	Schen.	49781	1911	2-8-0	25x30	63"	225,000	43,000	349,900	170	F-22
2439	Schen.	49782	1911	2-8-0	25x30	63"	225,000	43,000	349,900	170	F-22
2440	Schen.	49783	1911	2-8-0	25x30	63"	225,000	43,000	349,900	170	F-22
2441	Schen.	49784	1911	2-8-0	25x30	63"	225,000	43,000	349,900	170	F-22
2442	Schen.	49785	1911	2-8-0	25x30	63"	225,000	43,000	349,900	170	F-22
2443	Schen.	49786	1911	2-8-0	25x30	63"	225,000	43,000	349,900	170	F-22
2444	Schen.	54453	1914	2-8-0	25x30	63"	229,500	43,000	355,500	170	F-23
2445	Schen.	54454	1914	2-8-0	25x30	63"	229,500	43,000	355,500	170	F-23
2446	Schen.	54455	1914	2-8-0	25x30	63"	229,500	43,000	355,500	170	F-23
2447	Schen.	54456	1914	2-8-0	25x30	63"	229,500	43,000	355,500	170	F-23
2448	Schen.	54457	1914	2-8-0	25x30	63"	229,500	43,000	355,500	170	F-23
2449	Schen.	54458	1914	2-8-0	25x30	63"	229,500	43,000	355,500	170	F-23
2700	Schen.	45954	1909	4-6-2	20x26	69"	206,000	25,620	331,000	200	H-20
2701	Schen.	45955	1909	4-6-2	20x26	69"	206,000	25,620	331,000	200	H-20
2702	Schen.	45956	1909	4-6-2	20x26	69"	206,000	25,620	331,000	200	H-20
2703	Schen.	45957	1909	4-6-2	20x26	69"	206,000	25,620	331,000	200	H-20
2704	Schen.	49787	1911	4-6-2	25x26	75"	258,000	33,150	401,200	180	H-21
2705	Schen.	49788	1911	4-6-2	25x26	75"	258,000	33,150	401,200	180	H-21
2706	Schen.	49789	1911	4-6-2	25x26	75"	258,000	33,150	401,200	180	H-21
2707	Schen.	49790	1911	4-6-2	25x26	75"	258,000	33,150	401,200	180	H-21
2708	Schen.	49791	1911	4-6-2	25x26	75"	258,000	33,150	401,200	180	H-21
2709	Schen.	49792	1911	4-6-2	25x26	75"	258,000	33,150	401,200	180	H-21
2710	Schen.	49793	1911	4-6-2	25x26	75"	258,000	33,150	401,200	180	H-21
2711	Schen.	49794	1911	4-6-2	25x26	75"	258,000	33,150	401,200	180	H-21
2712	Schen.	49795	1911	4-6-2	25x26	75"	258,000	33,150	401,200	180	H-21
2713	Schen.	49796	1911	4-6-2	25x26	75"	258,000	33,150	401,200	180	H-21
2714	Schen.	54449	1914	4-6-2	25x26	75"	264,000	36,830	407,200	200	H-22
2715	Schen.	54450	1914	4-6-2	25x26	75"	264,000	36,830	407,200	200	H-22
2716	Schen.	54451	1914	4-6-2	25x26	75"	264,000	36,830	407,200	200	H-22
2717	Schen.	54452	1914	4-6-2	25x26	75"	264,000	36,830	407,200	200	H-22
2718	Schen.	64313	1923	4-6-2	25x26	75"	271,000	36,833	416,000	200	H-23
2719	Schen.	64314	1923	4-6-2	25x26	75"	271,000	36,833	416,000	200	H-23
2720	Schen.	64315	1923	4-6-2	25x26	75"	271,000	36,833	416,000	200	H-23
2721	Schen.	64316	1923	4-6-2	25x26	75"	271,000	36,833	416,000	200	H-23
2722	Schen.	64317	1923	4-6-2	25x26	75"	271,000	36,833	416,000	200	H-23
2723	Schen.	64392	1923	4-6-2	25x26	75"	271,000	36,833	416,000	200	H-23
3000	Alco Dunkirk	61745	1920	2-8-2	28x30	63"	294,000	53,940	439,700	170	L-20
3001	Alco Dunkirk	61746	1920	2-8-2	28x30	63"	294,000	53,940	439,700	170	L-20
3002	Alco Dunkirk	61747	1920	2-8-2	28x30	63"	294,000	53,940	439,700	170	L-20
3003	Alco Dunkirk	61748	1920	2-8-2	28x30	63"	294,000	53,940	439,700	170	L-20
3004	Alco Dunkirk	61749	1920	2-8-2	28x30	63"	294,000	53,940	439,700	170	L-20
3005	Alco Dunkirk	61750	1920	2-8-2	28x30	63"	294,000	53,940	439,700	170	L-20
3006	Alco Dunkirk	61751	1920	2-8-2	28x30	63"	294,000	53,940	439,700	170	L-20
3007	Alco Dunkirk	61752	1920	2-8-2	28x30	63"	294,000	53,940	439,700	170	L-20
3008	Alco Dunkirk	61753	1920	2-8-2	28x30	63"	294,000	53,940	439,700	170	L-20
3009	Alco Dunkirk	61754	1920	2-8-2	28x30	63"	294,000	53,940	439,700	170	L-20
3010	Alco Dunkirk	61755	1920	2-8-2	28x30	63"	294,000	53,940	439,700	170	L-20
3011	Alco Dunkirk	61756	1920	2-8-2	28x30	63"	294,000	53,940	439,700	170	L-20
4000	Alco Schen.	67117	1926	4-8-2	27x30	69"	342,000	53,900	558,000	200	N-20
4001	Alco Schen.	67118	1926	4-8-2	27x30	69"	342,000	53,900	558,000	200	N-20
4002	Alco Schen.	67119	1926	4-8-2	27x30	69"	342,000	53,900	558,000	200	N-20
4003	Alco Schen.	67120	1926	4-8-2	27x30	69"	342,000	53,900	558,000	200	N-20

No.	Builder	Bldrs. Constn. No.	Year Built	Type	Cyls.	Dvrs.	Engine Weight	Tractive Power	Total Weight	B.P.	Class
Locomotives No. 4000-4003 are owned by the Soo Line Railway.											
4004	Alco Schen.	67121	1926	4-8-2	27x30	69"	342,000	53,900	558,000	200	N-20
4005	Alco Schen.	67122	1926	4-8-2	27x30	69"	342,000	53,900	558,000	200	N-20
4006	Alco Schen.	67123	1926	4-8-2	27x30	69"	342,000	53,900	558,000	200	N-20
4007	Alco Schen.	67124	1926	4-8-2	27x30	69"	342,000	53,900	558,000	200	N-20
4008	Alco Schen.	67125	1926	4-8-2	27x30	69"	342,000	53,900	558,000	200	N-20
4009	Alco Schen.	67126	1926	4-8-2	27x30	69"	342,000	53,900	558,000	200	N-20
4010	Alco Schen.	67614	1928	4-8-2	27x30	69"	342,000	53,900	558,000	200	N-20
4011	Alco Schen.	67615	1928	4-8-2	27x30	69"	342,000	53,900	558,000	200	N-20
4012	Alco Schen.	67616	1928	4-8-2	27x30	69"	342,000	53,900	558,000	200	N-20
4013	Alco Schen.	67617	1928	4-8-2	27x30	69"	342,000	53,900	558,000	200	N-20
4014	Alco Schen.	67618	1928	4-8-2	27x30	69"	342,000	53,900	558,000	200	N-20
4015	Alco Schen.	67619	1928	4-8-2	27x30	69"	342,000	53,900	558,000	200	N-20
4016	Alco Schen.	67620	1928	4-8-2	27x30	69"	342,000	53,900	558,000	200	N-20
4017	Alco Schen.	67621	1928	4-8-2	27x30	69"	342,000	53,900	558,000	200	N-20
4018	Soo Line	17569-1	1929	4-8-2	27x30	69"	344,500	53,900	537,000	200	N-20
4019	Soo Line	17569-2	1930	4-8-2	27x30	69"	344,500	53,900	537,000	200	N-20
4020	Soo Line	17569-3	1930	4-8-2	27x30	69"	344,500	53,900	537,000	200	N-20

Locomotives No. 4004-4020 inclusive are owned by the Wisconsin Central. Locomotives of Class N-20 are equipped with super heater, 1650 square feet, Simplex stoker and booster. Tractive power with booster 63,900. Locomotives 4018-4020 inclusive were built at the Shoreham Shops of the Soo Line with ALCO boilers.

5000	Lima	7753	1938	4-8-4	26x32	75"	445,500	66,000	763,100	270	O-20
5001	Lima	7754	1938	4-8-4	26x32	75"	445,500	66,000	763,100	270	O-20
5002	Lima	7755	1938	4-8-4	26x32	75"	445,500	66,000	763,100	270	O-20
5003	Lima	7756	1938	4-8-4	26x32	75"	445,500	66,000	763,100	270	O-20

Abbotsford & Northeastern No. 2, Schenectady, built 1891, type 4-4-0, 17" x 24" cyls., 63" drivers, 145 B.P., 80,000 pounds engine weight, became Wisconsin Central Second No. 2, renumbered Soo 2041. Sc'p. 1925.

Port Edwards, Centralia and Northern No. 2, Schenectady No. 3552, built 1896, type 4-4-0, 17" x 24" cyls., 63" drivers, 145 B.P., 82,000 pounds engine weight, became Wisconsin Central Second No. 3, renumbered Soo 2041. Sc'p. about 1930.

The two latter locomotives originally purchased for respective roads by the Wisconsin Central and reverted to W. C. after 1899.

Soo Line Classification of Wisconsin Central Locomotives and Soo Line Numbers

W. C. No.		Soo Class	Soo Number
1-15	Scrapped Prior to 1900		
16-23		C-20	
	(locomotives 20 and 22)		2000&2001
24-46	Scrapped prior to 1909		
49 and 59		A-20	2300&2301
47, 48, 107, 129, 130, 131		A-21	2302-2307
50-58	Scrapped prior to 1909		
60-74		C-21	2002-2016
75-80		B-20	2308-2313
81-92		C-22	2016-2027
95-106		C-23	2028-2039
108-128		D-20	2100-2120
132-134		B-21	2314-2316
135-138		B-22	2317-2320
139-146		B-23	2321-2328
160-184		F-20	2400-2424
201-206		E-20	2600-2605
207		C-24	2040
208-210		E-20	2606-2608

	<i>Soo Class</i>	<i>Soo Number</i>
211-220	E-21	2609-2618
221-226	E-22	2619-2624
227-230	E-23	2625-2628
231-241	E-22	2629-2639
242-246	E-24	2640-2644
247-256	E-25	2645-2654
257-271	K-20	2900-2914
2425-2428	F-21	
2429-2443	F-22	
2444-2449	F-23	
2700-2703	H-20	
2704-2713	H-21	
2714-2717	H-22	
2718-2723	H-23	
3000-3011	L-20	
4000-4017	N-20	
4018-4020	N-20	
5000-5003	O-20	

NOTE: Engine 74 sold.

Engine 81 renumbered 2016 to fill numerical vacancy.

Rolling Stock and Equipment as of 1906

In March 1906 the following locomotives were in active service on the Central's rails:

Locomotives numbered 3, 20, 21 and 22, 42, 45, 50, 51, 54, 60-74, 81-92, 95-106, 75-80, 132-135, 136-138, 139-144, 47, 48, 107, 129, 130, 131, 49, 59, 108-128, 160-176, 201-206, 207, 208-210, 211-220, 221-226, 227-230, 231-241, 242-256, 257-271.

Freight Cars:

Box	5319
Furniture	337
Refrigerator	48
Beer	34
Charcoal	26
Construction	106
Flat	461
Dock	98
Ballast	553
Ore	1718
Caboose	94
Road	64

Total	8861
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Work Train Equipment:

Steam Shovels	8
Lidgerwood Unloaders	7
Gravel Spreaders	7
Jordan Air Spreaders	2
Ditchers	2
Center Plows	8
Flangers	7
Pile Drivers	2
Bucyrus Wrecker	1

Passenger Train Equipment

Passenger cars first class	52
Second Class	19
Parlor	5
	Named Emerald, Cedar Lake Oak Park, Rugby, Lochiel.
Sleepers	11
Dining	2
Smoking and Baggage	12
Baggage, Mail, and Express	2
Mail and Express	8
Chair	3
Cafe Chair	5
Milk	3
Officers Private Cars	3
	No. 1, No. 47, No. 100.
Total	150

Appendix V

The Wisconsin Central of 1853

The name Wisconsin Central appears for the first time in history in 1853 when a charter was granted to build a railroad under that title. The Wisconsin Central Railroad Company was incorporated by laws of 1853, with all the usual powers, rights, privileges and franchises pertaining to such corporations. The capital stock was limited to \$1,000,000. If road was not commenced within three years and completed in ten, the charter was declared null and void.

The route of the road as incorporated, was projected southeastward from Portage City, Wisconsin, by way of the village of Columbus in Columbia county, and the village of Whitewater in Walworth county, to the village of Genoa in said county, on such line as the directors should determine; and they were authorized to connect with any other road with which theirs might come in contact.

The law of 1863 extended the time for the expiration of the charter of the Wisconsin Central Railroad, for and during the term of five years from and after the third day of March, 1863: provided, that said road should be completed from the state line to the village of Jefferson by January 1, 1865; and provided further, that towns issuing bonds in aid of such road should not be deprived of any defense they might interpose in consequence of such extension.

In 1864, the time for the completion of said road was extended from five years on and after the third day of March, 1863, to six years after said date; and the road shall be completed from the state line at Genoa to Jefferson by the 1st day of January, 1866.

The law of 1869 repeals the private and local laws of 1853, incorporating the Wisconsin Central Railroad Company and all acts amendatory thereto, and incorporates the Wisconsin Northern Railroad Company.

The Wisconsin Northern Railroad Company failed to materialize and its charter was likewise revoked.

In a later statement of stock and debts of the original Wisconsin Central, the State Railroad Commission reports indicate that nine miles of road were built from Genoa in a northwesterly direction. This piece of track was placed in service and operated by the Galena and Chicago Union Railroad Company in 1858 and 1859.

It should be clearly understood that the Wisconsin Central of 1853 had no connection whatsoever with the Wisconsin Central of 1871, the history of which is briefly outlined in the accompanying chapters.

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In the interest of brevity, consistent with reasonable accuracy, much of the history of the Wisconsin Central has been omitted. Moreover, in the brief treatment of a broad subject, other omissions may be apparent. The main objective, however, has been to condense and preserve in readily available form a few vital statistics of the road and its locomotives, and lastly, to register a tribute of admiration and respect for the men of the Old Central.

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